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## CUTS

The subject of reduced LT train services out of the peak hours seems to recur with regularity in these pages, and the frequency of these references seems to be increasing. The latest announcement by the Board really demands some attention however, as it breaks new ground.

On 12th August the news was made public, after previous rumours which proved correct, that from the 14th October many sections of LT lines would have services for less of the day than is the case in present. Morning services will begin later, and late-night services end earlier; no great difference will be noticed in some cases - three or six minutes being the only alteration; but in other instances however, the change is as great as half an hour. And this, to travellers early or late, is important and may be vital in some cases.

The usual reasons (or excuses) are put forward - a greater concentration of travel in the peak hours, fewer people travelling out of the peaks due to more Londoners staying at home to watch the television, and more of those who do go out early or late using private cars for transport.

London Transport are, of course, in a very difficult situation; supposed to run as a viable enterprise financially, committed to repaying all its capital debt within a limited time, and at the same time having little influence on the designing of a transport policy for the whole of the London area, the cuts are imposed on those trains carrying the least number. Which, up to a point, is logical - but is it looking far enough? Is it not possible that a large

number of those people who do use the late night trains, for example, are passengers who usually travel at more normal times, but like a night out in town once a week (or month) and travel home late on those occasions. And is it not also possible that those people, finding that the new times of their last trains are too early for convenience, will all too soon be added to the growing army of new car owners - who will use those cars they buy for most of their journeys, and not just for the late ones?

The papers reported LT officials as saying that they would be watching the effects of the changes closely - but this will not do any good? No, because by the time the cuts could be restored, the inconvenienced traveller would have bought his car and be lost forever.

If it is any guide, other recent reductions in service do not seem to have met with universal approval. Since the withdrawal of Bakerloo Line trains between Queen's Park and Watford (except at rush hours) there have been constant complaints about the remaining British Rail service. Brent Council have debated the position, and suggested to those of Harrow and Watford that a joint protest should be made to those responsible. One Councillor, during the debate, reported that on at least one occasion since the Bakerloo withdrawals there had been a gap of 105 minutes in the service to Watford! Such a thing would not happen with LT, as is generally recognised, hence the disapproval being voiced over the withdrawals.

The real problem is, of course, neither LT's nor BR's. No government has yet had the courage to get anywhere near to seeing that the private motorist pays the full economic price for using his car in the London region. That the cost to the community of roads and ancillary services - police, traffic lights and signs, etc. - is colossal is rarely denied now, but no action is taken. And it is only just that, if LT is supposed to pay its way there is no reason why the private motorist should not do the same.

Two possible ways of improving LT's rail services' attractions would be to impose economic charges on motoring, or to do no further improvements to the roads - traffic would then become so completely snarled up in so short a time that the problem would cure itself - and this idea is one which should appeal to a government trying to cut its capital expenditure.

## THE BAKERLOO BALLAD.

I'm an electric railway train,  
 So trim and neat, without a stain;  
 I glide along the gleaming rails,  
 Leaving no smoke or vapour trails.  
 I stop at stations trim and neat,  
 My passengers must all be fleet  
 Or they may find my sliding doors  
 Have gripped them in their hungry jaws.

The electrified train's a remarkable thing,  
 It takes homebound travellers under its wing  
 And during the course of its regular flight  
 The crowds all present an incredible sight.  
 In punctual sequence it stops at each station  
 Its effortless grace a delightful sensation.

I take the current in my claw,  
 Transformed, according to Ohm's Law -  
 Transliterated into motion,  
 Though how it's done I have no notion.  
 At times I burrow underground  
 Nosing my way without a sound.  
 Under the great Metropolis  
 Among its vast Necropolis,  
 Its twisting-winding Catacombs  
 Devoid of dust and diesel fumes  
 Bright mortuaries with gleaming tiles  
 Appear at frequent intervals.

Making obeisance to the Dead  
 I stop, but hardly have I shed  
 A tear before the tight-packed shrouds  
 Turn into animated crowds  
 Bumping and jostling in their glee,  
 All filled with one anxiety -  
 To get from home into the City  
 And back again - that is their ditty.

From Camden Town, Trafalgar Square,  
 Hampstead, Queens Park and everywhere,  
 Beneath the Thames to Waterloo -  
 Or Paddington, by Bakerloo.  
 From Holborn to the Marble Arch  
 Is near enough an hour's march -  
 But if you travel Underground  
 Six minutes is enough, I've found.  
 From Kensington into the City  
 By all accounts you're sitting pretty;  
 A circle train beneath the Fleet  
 Will take you straight to Cannon Street,  
 Though if so willed the City Gent.  
 May find himself at Monument,  
 Where escalators in a rank  
 Will soon deposit him at Bank.  
 Two minutes dead to London's Walls  
 From G.P.O. (Now called St. Paul's).  
 Or if a more forensic brain  
 Another stop to Chancery Lane;  
 Or if you want My Lady Fair,  
 Next stop - and change for Leicester Square.  
 Bond Street - Knightsbridge - Green Park - Victoria,  
 Hyde Park is just around the corner.

Whenever you have a conveyance to catch  
 Combining efficiency and despatch,  
 Whether you're destined for Bank or Oblivion  
 The general consensus of public opinion  
 Endorses that travel by energized rail  
 Is a method of progress known rarely to fail.

from "CELIA THROUGH THE COOLING SLAG"  
 by JAS. H. BRONTE.

#### Editor's Note

The above is published with the joint aims of  
 improving tube travel figures and commemorating the  
 Society's Bakerloo Line Trip this month - please see  
 The Timetable.

THE BUILDING OF THE METROPOLITAN  
RAILWAY OPENED IN 1863 - I  
Hugh Douglas

In the first half of the 19th century, Britain -- to use a suitable turn of phrase -- was getting up a full head of steam as an industrial nation, and London, as capital, was the greatest city in the world -- a noisy, lively, high and fast living place, whose population was expanding rapidly, and whose problems were increasing commensurately.

Not least of the problems of London was the railway, which was the latest mode of transport, and a blessing not welcomed everywhere with enthusiasm. Indeed, trains were feared as dirty, dangerous pieces of mechanical nonsense, not to be tolerated by sensible communities.

Some civic authorities refused to allow trains within their bounds because they feared collisions would wreak havoc or sparks from the engines would set buildings alight. In the minds of the general public, too, risk went with rail travel.

Accidents were all too common and Punch produced a sort of rhyme for the times with this parody of Hickory, Dickery Dock in the 1840s:

Smashery Mashery Crash  
Into the goods we dash  
The Express we find  
Is just behind  
Smashery Mashery Crash

London was no exception in this civic disapproval of railways, and the stations of the main lines were confined to places like Paddington, Euston, Shoreditch and the Bricklayer's Arms. However, this in turn produced another problem -- a quarter of a million people entering the capital to work each day and thousands of buses, cabs, private carriages and goods wagons clogged the streets, so that the journey from railway terminus to the City could take almost as long as the actual travelling time by train from somewhere like Reading or Brighton. Added to that was the din of horses and iron-shod wheels protesting their noisy way through the streets -- noisy when they moved at least, for they were stationary for a large part of the time in traffic jams and hold-ups caused by cattle droving in the streets and by advertising vans which were manoeuvred into a busy place with the sole object of stopping the traffic so that the slogans and posters might be the better read.

Even when the traffic did move all was not well -- roads and

bridges were frequently in an appalling state; many Thames bridges charged tolls, and many were in a tumbledown state of repair. Roads, too, were in a dreadful state, and a doctor went on record as saying that a young lady of his acquaintance suffered a miscarriage "produced entirely by her incautiously venturing over the broken and rugged country that lies between Cavendish and Portman Squares."

It was into this London that the idea of a metropolitan railway was born, and oddly, no one thought of it at first as a means of helping the poor of the capital to enjoy life in better surroundings. The first railway into the centre of London was to take the business traveller nearer to his destination.

The man behind the idea was Charles Pearson, who was for many years City Solicitor. Pearson was a man of very advanced ideas - he struggled for religious liberty, he campaigned against window tax, and he advanced labour camps in which wrongdoers could spend useful lives instead of facing solitary confinement and religious harangues to bring them to terms with the rest of the world.

And another of Pearson's "mad" notions was to unite all the railways coming to London in a great central terminus a stone's throw from the city offices so that business men could step from their offices and within minutes be on a train for any of the stations in Mr. Bradshaw's timetable.

Pearson realised the opposition his plan would meet and first of all he suggested having carriages drawn by an endless rope through a tunnelled way which would run under a new street to be built from King's Cross through the squalid Fleet Valley into the City.

When the Railway Mania came in the mid 1840s London did not escape the scarring and scoring of her face by railway lines. With this pressure from the companies and a worsening traffic situation, a Royal Commission was set up in 1846 to consider plans for bringing railways into the capital - there were schemes ranging from one to drain Regent's Canal and substitute a railway to others for stations in such places as the north end of Waterloo Bridge, opposite Somerset House.

Pearson was among those who spoke in favour of the City Terminus, and when he did so he put forward a new idea - for a suburban village to be built in conjunction with it so that working people might enjoy the clean air of the country and yet work in London. He envisaged a community with the railway

station as its centre and streets radiating from it, like spokes of a wheel. It was the first time the railway had been suggested as a commuter's line.

Alas, the commissioners thought the advantages claimed for railways in the city much exaggerated, the average distance travelled by passengers arriving at Euston Square was 64 miles, and the saving of a mile or two into the City they thought was of little importance. They seemed to have missed the point that it was no longer a question of distance, but of time, and that those last miles could take as long as the whole of the rest of the journey.

And after the commissioners came the jesters led by Punch: "We understand," it informed the readers, "that a survey has already been made and that many of the inhabitants along the line have expressed their readiness to place their coalcellars at the disposal of the company. It is believed that much expenses may be saved by taking advantage of areas, kitchens, and coal holes already made, through which the trains may run without much inconvenience to the owners, by making judicious arrangement of the timetable. It will certainly be awkward if a family should be waiting for a scuttle of coals, and should not be able to get it until after the train has gone by, but a little domestic foresight, seconded by railway punctuality will obviate all annoyances of this kind. Those who are disposed to sink a little capital cannot do better than bury it under the metropolis in the manner proposed. We perceive that no amount of deposit is named, and nothing is said about the value of the shares. The secretary is announced to be in attendance to receive deposits from eleven to two; though whether he gets any is, in our opinion, ten to one.

Punch was right. In succeeding years, when the country suffered from the hangover left by the mania years, no one in his right senses would bury his money in a railway under London. Pearson therefore let his plan lie dormant for a few years.

In 1850 he revived it, and asked the Corporation of the City of London to support the scheme. The City referred the plan to a Committee called the Fleet Valley Improvement Committee which gave the project its consideration and actually came out in favour of it. This emboldened the sponsors of the railway sufficiently to try to obtain financial help from the City and to petition Parliament for leave to introduce a Bill to permit the building of the line. Now the anti-railway faction in the City was in a frenzy - and another committee, the Improvements Committee, was asked to study the Bill. To their relief the Improvements Committee took the opposite view to the Fleet Valley Committee which was

then put to death. The opposition had proved too strong, and the City Terminus Railway Bill was abandoned.

## UNDERGROUND RELICS IN AYLESBURY

E.D. Chambers

The Bucks County Museum at Aylesbury includes in its display three wooden train staffs of particular interest. These are for the sections Verney Junction and Quainton Road (triangular), Aylesbury and Quainton Road (square) and, shorter and round, Brill and Wotton.

Presumably the first two would have been in use at some time between 1868 and 1891/6, after which the line was doubled. The section between Quainton Road and Verney Junction was singled again in 1940. Until closure in 1947, the train staff in use was used to open the level crossing gates.

At its closure in 1935 the Brill branch was worked by one engine in steam - the token carrying a key to unlock the siding points. This is now in York Railway Museum. In early days however two train staffs were provided :

- (i) Blue between Quainton and Wotton;
- (ii) Red between Wotton and Brill and on the Kingswood branch.

It is presumably an example of (ii) that is exhibited at Aylesbury (almost certainly the last in use). One point that arises is the life-expectancy of a wooden train staff; it would be interesting to secure information on this and fill in other details.

References.

1. "Rules and Regulations...The Wotton Tramway"  
(January 1873) Facsimile Reprint; Abbey Press, 1961.
2. "The Duke of Buckingham's Railways"  
Charles E. Lee The Railway Magazine, LXXVII (1935)  
235-241.
3. "The Metropolitan Railway"  
C.Baker Oakwood Press, 1951.
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E.J.S.Gadsden Bledlow Press, 1962.

ARC ROUND-UP  
Developments in Automatic Revenue Collection  
Ian B. Lawson

The exit barrier at Turnham Green came into service on Sunday 28th July 1965. This barrier is similar in operation to the entrance barrier, but is slightly different in design; the side walls are slightly lower in height and the gates considerably shallower. This new barrier was designed and built completely by London Transport engineers, and is situated alongside the new booking office.

Passengers requiring to pay excess fares are dealt with in the same way as at Acton Town, receiving special tickets for insertion into the barrier. These tickets, as all other tickets for use through the barrier, are not of the Acton Town type, but are of the size and style of the preprinted and rapidprinter tickets already used for the entrance barrier, having the text and code bars on the face. Coded tickets are issued from some 50 stations to Turnham Green, covering two-thirds of the bookings. Only single tickets are in use at present, although returns of the two-ticket type are to be introduced shortly. Amongst the stations using coded tickets are British Railways stations on the Richmond line. These tickets are identical to L.T. issues except that the conditions refer to British Railways rather than to London Transport. The tickets do not carry diagonal lines or BR regional code as other BR tickets do, and are thus unique.

The present position of the barriers in the hall at Turnham Green is causing congestion at peak periods and they may be repositioned.

Little mention has been made in the railway press of the barrier which came into operation at Ravenscourt Park over a year ago, although it is of completely different design and operation to any other in service. The actual barrier consists of a single horizontal bar which is part of the three-part turnstile, which is unlocked by the passage of a valid ticket through the reading apparatus. No indication is given of whether the ticket has been accepted, and all the passenger has to do is to push the bar forwards and downwards as he walks through.

One reason for the replacement of the old barrier at Chiswick Park was that the electrical apparatus was not screened, and it is said that whenever a hair-drier was switched on in a nearby hairdressing saloon, the barrier opened.

Chiswick Park is situated between the two stations with exit barriers, with the same fare to each. Since neither barrier will accept tickets intended for the other, special arrangements for tickets have been introduced. Bookings to Acton Town are met by coded Rapidprinter 4d and pre-printed 2d Child (large size) tickets, while those to Turnham Green are met by small size 2d and 4d preprinted tickets. All new issues of the Acton Town type are now being printed on cheaper card similar to that used for the smaller preprinted tickets.

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#### NEWS FLASHES

NF 485 Lower case letters are not yet in widespread use on London Transport, although British Railways are using them increasingly in notices etc because of their greater legibility. What may be a sign of things to come has however appeared on one of the illuminated train destination indicators on the westbound platform at Monument.

NF 486 The connection to bay platforms 3 and 4 at Moorgate (Metropolitan) did not remain broken for long. It was restored about the weekend of 17/18-7-1965. These tracks were cut from Saturday 27-6-1965. The train on the Watford service which normally spent the mid-day period on Mondays to Fridays in Platform 3 was extended to Aldgate. Incidentally, is this the only scheduled use of these two platforms at present?

NF 486 At the time the City Widened Lines were diverted to their new route, the track at the City end of the LMR platform was shortened by a few yards, so that now all the terminal platforms end in line.

NF 487 The Minister of Transport, Mr. Tom Fraser, has been visiting the LT railways. On 12-7-1965 he sat at the controls of an automatic train between Woodford and Hainault. He also visited Upminster depot on the same day.

NF 488 Barry Price, 19, of Marlow spent £4 in fares and took 18 hours, 30 minutes and 42 seconds to visit every Underground station and travel the entire system in July 1965.

NF 489 As an example of the LT cuts in services from 14-10-1965, on the District Line, the 05.15 Barking-Upminster train will run 9 minutes later; the 00.29 from Mansion House to Upminster will run 12 minutes earlier, and the 23.54 Upminster to Barking will be 10 minutes earlier, See this month's editorial.

NF 490 Mr Harry T. Smith, Stationmaster of Charing Cross LT station, retired on 17-7-1965; he had almost 47 years of railway service to his credit, having started with the old Metropolitan District Railway Company. He was a great worker for the Trade Union movement, in the transport sphere.

NF 491 Michael Robbins, (R.M.Robbins), Chief Commercial and Public Relations Officer to the London Transport Board has been appointed a member of the Board with effect from 1-10-1965. Mr. Robbins is well-known as the joint author with T.C.Barker of the official history of London Transport. We offer him the congratulations of the Society on his new appointment.

NF 492 The track was lifted on the Uxbridge (Vine Street) branch during June and July 1965, and the stations demolished during July.

NF 493 Two Waterloo and City Line coaches were seen on the 3-8-1965 being steam-hauled with match trucks and brake van just south of Nine Elms and travelling south - presumably to Eastleigh for overhaul.

NF 494 Some stock has been renumbered. Q stock 4164 was renumbered 4264 on 16-7-1965; 4152 had become 4252 by 5-8-1965 and 4166 was 4266 by 12-8-1965. 4150 emerged from Acton works coupled to 8813 by mid-August, but had not then been renumbered. Also renumbered is the Drayton Park pilot; pre-1938 tube stock formerly 3138, it is now 3338.

NF 495 Unrenumbered Q23 cars previously made up into block units have been noticeably absent from service during the month of August; Acton works appear to be dealing with about four Q cars per month, but somewhat erratically; one set of two cars was being stripped on the day it arrived, but some wait more than a week before being dealt with.

NF 496 There was a further accident at Neasden works at 17.30 12-8-1965, when eight axles of a Bakerloo Line train were derailed due to faulty points.

NF 497 It is understood that 4 tube cars are to be scrapped as a result of damage. One of these as a result of the Morden incident, one from the crash at Edgware and two from the Neasden accident reported last month. Also one n-d-m is to be converted to a trailer.

## UNDERGROUND FLEET LIST - 1

J.W. &amp; MeT

This series of articles will, it is hoped, list every locomotive and coach known to have run in service on the Underground in London. It is later hoped to give some information on goods stock. If anyone can help please write to P.Holman, 12 Braham House, Vauxhall Street, London, S.E.11. We particularly require information regarding the Great Northern locomotives loaned to the Metropolitan Railway in 1863.

If enough information is obtained, these articles may be reprinted as a booklet and, although we check and double check all **references we may still miss something or make a mistake.** For this reason, if you spot any errors or have any additional information, do not hesitate to write to us. By doing so you may help to clear up a puzzle.

Underground Fleet List

## Part 1 Locomotives

Metropolitan Railway

Prior to the opening of the Metropolitan Railway, John Fowler designed three 'smokeless locomotives', one of which was never built. The first locomotive was probably built, but this is not certain; details are included below. The second locomotive was built and photographic evidence exists of this. The third locomotive was not constructed, or, if it was it was scrapped before completion. The locomotives have gained the name of 'Fowler's Ghost', although it should be noted this is not an official name and was not applied to them during their existence.

Fowler's Ghost 1

Cylinders:	15" x 24"	Designed	John Fowler
Boiler Pressure:	120 lb	Built:	
Weight:	32 tons	Date Built:	1860*
Diam. of Driving wheels	5'-6"	Price	
Water Capacity:	1,400 gal	Delivered:	1860-1*
Tractive Effort:		Works No:	
Wheel Arrangement:	2-2-2	Disposal:	Probably Scrapped 1861

\*If this locomotive was constructed it would probably have been built in mid- to late 1860 and delivered between November 1860 and July 1861.

Fowler's Ghost 2

Cylinders:	15" x 24"	Designed:	John Fowler
Boiler Pressure:	120 lb	Built:	Robert Stephenson & Co.
Weight:	32 tons	Date Built:	1861
Diam. of Driving Wheels :	5'-6"	Price:	£4,518
Water Capacity:	1,400 gal	Delivered:	September 1861
Traction Effort:		Works No:	
Wheel Arrangement	2-4-0	Disposal:	Sold to Isaac Bolton Scrapped by Beyer Peacock 1865

Now comes the first problem, the fate of Number 1. Was it tested and found to be incapable of carrying out the work it was designed for and superseded by no. 2, or perhaps converted to the second locomotive? Maybe it was tried out with the other loco. Whatever happened was most efficiently covered up and we will probably never know. We do know though that the disappointing results achieved by both locomotives left the 'Met' in a fix, and although Fowler suggested and may have started to construct a third 'Ghost', with two boilers, he was forced to retreat, rather like the wounded soldier, as the line was nearing completion.

The Great Western provided them with twelve locomotives designed by Gooch, the last before his resignation. These locomotives were used on the Metropolitan from its opening on January 10th, 1863.

Metropolitan Class

Provided by the G.W.R.

Cylinders:	16" x 24"	Designed:	Daniel Gooch
Boiler Pressure:		Built:	Vulcan Foundry
Weight:		Date Built:	June-August 1862
Diam. of Driving Wheels :	6'	Delivered;	
Water Capacity:	718 gal	Disposal:	Returned to GWR
Traction Effort:			
Wheel Arrangement	2-4-0		

Broad Gauge



## SOCIETY NOTICES

SUBSCRIPTIONS FOR 1966 It is with great regret that the Committee advises members that an increase in subscriptions cannot be avoided in the coming year. The new rates will be Members 25/-, Associate Members 10/-; the new rates may seem high to some, but it must be borne in mind that for a number of years the Society was fortunate enough to have the journal produced by a team of members at negligible cost; now that these arrangements have had to be terminated, and the production done commercially, extra cost cannot be avoided. Enquiries made earlier in the year, for members' views on the problem, showed overwhelmingly that nearly all preferred a higher subscription to a reduction in either the size or quality of production of Underground. In raising the subscriptions to the new level, the Committee have acted in accordance with the expressed views of the majority of members who gave their opinion. Subscriptions should be paid to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex, and are due on the 1st January.

CHRISTMAS CARDS A small supply of Society Christmas Cards are being produced this year, as an experiment to test the demand. The cards will be produced on good quality white card, will show a wintry Underground scene in a black-and-white drawing, and carry a brief greeting. The cost of the cards will be 6d each, 3 for 1/6d (the smallest quantity that can be supplied by post) or 4/6d per dozen - all prices being inclusive of envelopes, and of postage where applicable. The cards will be available at meetings, but orders can be sent to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10. All orders should be accompanied by the appropriate payment.

METROPOLITAN ELECTRIFICATION The Society are publishing on 10th November, in association with the Electric Railway Society, a reprint of the Metropolitan-Vickers book first published in 1924 on Met electrification. This reprint is being made by a lithographic process, and will reproduce all the text of the original, together with the majority of the illustrations which will appear in a reduced size in an inset. This book will be a valuable addition to any Underground library, and is excellent value for money; the price on publication will be 5/-, but the pre-publication price is 4/-. Orders should be sent to the General Sales Manager, A.J.S.Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire, and should be accompanied by the appropriate remittance. To be eligible for the reduced pre-publication price, orders must be received before November 10th.

10.00 Saturday 9th October Tour of the Bakerloo Line. This is the first of a series of Tours intended to cover the whole of the Underground system; unfortunately it will not be possible to cover the section from Queens Park to Watford Junction by Bakerloo train, as there is no Saturday service, but this will be done at a later date as one of our trips on unusual workings. The tour will be led by George Jasieniecki, and the party will meet in the Bakerloo Booking Hall, Elephant and Castle station, and travel will be on Twin Rover tickets.

09.45 Sunday 10th October On this day the Museum of British Transport are holding another Special Sunday Opening. The Museum will be open from 10.00 to 17.30, admission 5/- for adults and 2/6d for children; members of the Society wishing to attend in a party should meet outside the main entrance at 09.45. Access to the cabs of some of the locomotives will be allowed, also entry to trams, buses, and certain railway coaches; there will be a passenger-carrying miniature steam train, model tramway, a continuous film show, an 'Any Questions' Panel and a Sale of Surplus Relics. These Open Days are becoming very popular, and deserve to be supported - so come along and bring the family.

20.00 Friday 22nd October An Underground Miscellany at The Old Oak Tea Rooms, High Street, Pinner, Middlesex (only one minute from Pinner station). Members will recall that a similar meeting has been held in Pinner before, and was an unusually enjoyable affair. On this occasion, it is hoped to have a speaker, some films, possibly slides and tape recordings as well, and, of course, plenty of opportunity for informal discussion. Light refreshments will be made available in the middle of the evening, and the programme will be ended early enough to enable those members from districts further out of London to catch suitable trains.

Saturday 6th November Visit either to Holborn station or to a closed LT station; details are not yet available from LT; members wishing to attend should write to the Secretary, Norman, E.W.Fuller, 62 Devonshire Road, Ealing, London, W.5., enclosing a stamped addressed envelope.

19.00 for 19.30 Friday 12th November Talk by H.W.Paar, Honorary Research Officer, Railway and Canal Historical Society, on "Searching for Railway History". This will be given in the Meeting Room, Kensington Central Library.

Lithoed by the Celtic Bureau, 93/94 Chancery Lane, London, W.C.2 and Published by The London Underground Railway Society, 62, Billet Lane, Hornchurch, Essex.