

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE JOURNAL

Counting the Preliminary Issue brought out in December 1961, Underground completed its first 50 appearances last month, despite the number at the head of this page.

During that time, it has never missed publication, has never appeared late, and has progressed from a duplicated magazine of four pages this size, to a lithoed publication of sixteen pages.

On the strength of this, it may safely be said that our Journal has made steady if unspectacular progress, and from correspondence received from all types of members, the Committee know that it now has a loyal and enthusiastic readership.

But, if progress has been unspectacular, some of the crises which have struck the production side of the enterprise over recent months have been anything but that. Readers will know, from the appeals which have appeared in our pages lately, that there have been financial difficulties, but behind the scenes there have been urgent production and distribution problems as well. That all these have been overcome so far, is a matter for congratulation for the Society, and thanks should be expressed to that loyal body of members who have overcome difficulties that at first sight have appeared insurmountable.

Our thanks are also due to our printers. It will be remembered that until the end of 1964 year the magazine was produced by the unstinting efforts of a group of members who remain anonymous at their own request; when they had to give up, it was possible for a month or two to substitute a very similar service, but that soon broke down, and from that time production has been commercial.

Here the Society has been extremely fortunate in securing the services of the Celtic Bureau, who now produce our monthly issues. At the beginning of 1965, the change from duplicating to litho had been made, so it was essential to find a firm at short notice who could continue production in this process. Had it not been for the co-operation of Celtic in cutting their charges for the job to an absolute minimum, it is highly probable that there would have been a drastic reduction in journal size by now.

To all those who have helped to build up and maintain the Journal, the Editor expresses his gratitude, for without them his efforts would have been useless. And now, what of the future?

The increased costs, which include an increase in the applicable postage rate, were met during 1965 by a very generous response to appeals for donations, and should be largely met in the present year by the increase made in the annual subscription. But this is not certain, as if many members resign or allow their membership to lapse because of the increased charge, the costs may still be higher than the income for the year. The reason for this is that the principal production cost of the journal is the production of the plates from which it is printed - once these have been made, the cost of extra copies is only small.

So, the two-fold answer to the problem would seem to be the loyalty of present members, who are asked not to resign or lapse because of the increase in subscription, coupled with a drive to increase the membership of the Society as soon as possible. New members are always welcome, but at the present time they are really needed to enable the Committee to maintain the standard of the Journal, and that of the work of the Society generally.

This is therefore an appeal to all present members to maintain their membership, and at the same time to endeavour to persuade as many of the railway enthusiast friends not already members, to join. That there is a wide scope for this propaganda is very clear; it is quite surprising how frequently an enquirer into the activities of the Society will say that he has only just heard of its existence. This is something which the Committee, and the members, must put right this year.

THE BUILDING OF THE METROPOLITAN
RAILWAY OPENED IN 1863

3

Hugh B. Douglas

Charles Pearson made the railway possible, but the man who actually built it was John Fowler, one of the greatest engineers of the Victorian era, and a man whose career spanned the years from the coming of the railways to the building of the Forth Bridge. The years when he was working on the Metropolitan were among the busiest of his life, and when Millais came to paint his portrait plans and a design of the Metropolitan were in the background.

If Fowler was the brain what about the brawn? That was supplied by navvies, that remarkable body of men who built industrial Britain. They took their name from the word navigators, which was given to them as they built the canals, and were a noisy, quarrelsome lot who certainly made their presence felt everywhere. Yet, the odd thing is that London records and archive sources are remarkably silent about the men who built the Metropolitan. While most of the navvies working on the big engineering projects in other parts of the country were men from the West Country, Scotland and Ireland, it has been suggested to me that London had its own community of navvies who moved from one project to another - from docks, to roads, to railways, to tunnels - but lived permanently in one part of the capital, possibly Kilburn or Willesden.

The weather in the first half of 1860 was wet and stormy, with both days and nights remarkably cold throughout April. May was a little warmer, but the ensuing month was the wettest June for forty years. Despite this the builders kept up as fast progress as possible, but even so this was not fast enough for those who lived or earned their living along the route of the line. Shopkeepers formed themselves into protection associations to obtain reparations for the inevitable damage caused by the works, and to look after their interests generally.

And what was an ill-wind for the shopkeepers blew good for the lawyers who must have made fat profits from the litigation over compulsory purchase of land and claims for damage to property and business. From contemporary

newspapers it would appear that publicans were in the forefront of those claiming damages from the railway.

A Mr Hart, whose premises were located at No 1 Chapel Street complained that without giving him any notice, the workmen entered his premises, took down part of the outer wall and in underpinning it, encroached permanently on his property to the extent of nearly 18 inches. His house nearly fell over and all his lodgers left. For this he received £120.

The railway company fought all claims fiercely for Euston Road was closed for two years and scores of buildings suffered minor damage. To accede to one would have been to cry in the mountains and loosen an avalanche.

Traders were not the only people to suffer - many families were turned out into the street as their homes were taken to make way for the Metropolitan Railway - and for other city improvements as well. Although there were official Demolition Statements in law railways got round this by such means as bribing landlords to turn out tenants before the houses were taken over. As a result the official figure for the number displaced to make way for the Metropolitan Railway is 307, but George Godwin claims in "Another Blow for Life" that 1,000 houses containing 12,000 people were swept away in the Fleet Valley alone.

Accidents were remarkably few, and were notable more for their novelty than for their seriousness. The first occurred in May 1860, when an excursion train returning from the north overshot the buffers at Kings Cross because the guard was too drunk to apply the brake, and the train careered out of the station, across the road, and into the Metropolitan diggings. No-one was killed, but some passengers were seriously injured.

Another time an engine exploded, killing the driver and fireman. The chimney of the engine was blown over a wall and hit a passing cabby on the head.

Yet another time a large lump of the Euston Road caved in after local inhabitants had heard creakings and groanings for days, and on yet another occasion a

great panic got up when it was feared that 25 men had been drowned when a water main burst, but in fact all were brought to the surface in iron buckets.

The greatest mishap of all was the bursting of the Fleet Sewer which flooded the line as far away as King's Cross and caused tremendous damage. The incident, which is magnificently described by Arnold Bennet in his novel "Riceyman Steps", delayed the opening of the line by several months.

By the Autumn of 1861 the line had actually been completed as far as the Yorkshire Stingo, and from there to Marylebone Church work as well advanced. From the church to Harley Street the tunnel was finished, and between Portland Street and Euston Square workmen swarmed like bees in a hive. Beyond King's Cross the last property was being taken and the tunnel at Clerkenwell - the only piece of real tunnel on the whole line incidentally - was being bored.

Fowler had designed a smokeless engine for use on the line, and as the first of these had been delivered the Directors of the Company invited a gathering of local notables to go over the works with them. They started from Paddington and were taken through the first part of the tunnel by the smokeless engine and then to emphasise its efficiency were returned to Paddington and taken over the line again by an ordinary engine belching smoke. When the completed tunnel came to an end the party set out on foot over a sort of assault course of ladders, heaps of gravel, sandhills, and sloughs of mud almost to Euston Square. At the Great Northern Hotel the party dined and marvelled at their trip under London.

The railway should have been ready by 1862, but the Fleet Sewer burst and wrecked all that, so in order to arouse interest in the line and keep subscribers happy, the Board of Directors arranged a trip through the works in open trucks illuminated by candles stuck on the sides of the trucks which gave sufficient light to make the darkness just visible. An even more ambitious inspection took place in August when six hundred people made the journey, and declared the engineering feat of the railway wonderful

and the stations "absolutely elegant works of architecture".

The line was ready by the end of the year and was inspected and passed by the Board of Trade. On Friday, 9th January 1863, the formal opening took place. They knew how to stage manage openings in those days - 700 guests travelled over the line from Paddington, stopping to admire every station on the way, and when they arrived at Farringdon they were greeted by the City Police band playing martial music. A brick building had been built on the side of the station to hold a banquet for the guests. The walls of this room were lined with red and white cloth and banners and flags hung from the ceiling and walls. At the south end stood a dais covered with scarlet on which the chief table was set.

Everybody who was anybody was there with two exceptions. The Prime Minister, Lord Palmerston, had excused himself on the grounds of age, adding that he was anxious to keep above ground for as long as he could. And Charles Pearson also was absent. The man who had conceived the idea of the Underground Railway and fought selflessly for it had died on Sunday, 14th September 1862, less than four months earlier. It seems grossly unjust that he had been denied the pleasure of seeing his railway born.

The day after the gala opening the public were allowed to travel on the Metropolitan and this they did in thousands. From six in the morning the trains were busy, and by eight every station was thronged. At King's Cross there were cries of "No room, no room", as every train came in, and the doors of the station actually had to be shut between eleven and twelve. The crowd at Farringdon was compared to the crush at the doors of a theatre on the first night of a pantomime.

No one was worried whether he had a first, second or third class ticket - he just squeezed in wherever he could, and not a few made sure they found a first-class carriage although their tickets were second or even third.

Everyone was delighted with the line. Of its general comfort there could be no doubt, the Daily Telegraph reported. The carriages were illuminated by gas supplied from storage bags on the roofs of the

carriages, and in first-class carriages - where there were two burners - it was actually so bright that newspapers could be read with ease.

It was a glorious day, marred only by the fact that a few porters at Gower Street were overcome by foul air and had to be taken to hospital. The newspapers considered this sickness due as much to long hours of work as to the bad air. In fact, choke damp, as this complaint became known, persisted throughout the days when the Metropolitan was steam operated.

London loved its new railway, and through the first months of 1863 people talked about it, sang about it, joked about it, and more important - travelled by it.

The rush to ride on the railway continued - as the Railway Times put it - the traffic kept up charmingly - and the peak day was a Saturday, 7th March, when all of London flocked to see Princess Alexandra arrive for her wedding to the Prince of Wales. On that day alone, 60,000 passengers paid to travel on the Metropolitan.

The railway had passed its stiffest test. Its success seemed assured. In fact crises after crises lay ahead, for a quarrel was brewing with the Great Western Railway over the allotment of shares for an extension to St John's Wood.

Extensions were all the rage and in the mid-1860's so many new lines were planned that the City Press declared "We would as soon enter a lunatic asylum as attend a meeting of the Institute of Civil Engineers".

Among the successful Bills in 1864, however, were those to extend the Metropolitan to Brompton at one end and to Tower Hill at the other to link up with another line, and form the Inner Circle which we know today. The Company which built this other line was separate from the Metropolitan and was named the Metropolitan District Railway. The Act for the first part of this railway, from Kensington to Westminster, was obtained in 1864 and the line was opened to the public on Christmas Eve, 1868. After many quarrels with the Metropolitan Board of Works who were building the Thames Embankment in

conjunction, the line was finally extended to Blackfriars in May 1870.

A little over a year later the District had reached the Mansion House and was within three-quarters of a mile of Tower Hill where it was due to meet the Metropolitan.

Of course the two companies could not work together and the position became even worse when the great enemies James Staats Forbes and Edward Watkins took control of the District and Metropolitan. Thus, it was 1884 before the Circle was completed and Londoners could enjoy the amenity of their circular railway. And even then the two still had plenty to quarrel about.

ANOTHER FLASHBACK TO 1902

Further to the two items published last month (see p.8, January Issue), the following extract from an East Ham local paper, dated August 1902, has been received from D.G.Waller.

DISTRICT RAILWAY OUTLOOK

Shareholders of the Metropolitan District Railway Company at their Annual General Meeting heard a hopeful account of the Company's work during the past half-year.

Mr. R.W. Perks, the Chairman, said the accounts were in a considerably healthier condition than last year. The Company was still suffering seriously from the competition of the Central London Railway, but the large reductions of fares between certain West End stations was expected to bring advantages. The preparations for electrification were being pushed on rapidly; and the Brompton and Piccadilly Railway would be a valuable feeder. Mr Perks added that he could not devote so much time to the work of the Company as heretofore, and he proposed to reduce the fees he received from £2,500 to £250; outside fees would bring his remuneration up to £500. He proposed that a new Director, Mr Stride, Managing Director of the London, Tilbury and Southend Railway, should have £1,000 a year. The Company by these changes would save £1,500 or £1,600 a year.

The Shareholders expressed satisfaction with this course and the Report was adopted.

SWING DOORS VERSUS SLIDING DOORS

C.H. Gooch

When it was known that the swing door stock on the Metropolitan line was to be done away with. I decided to make a few observations regarding length of time spent at stations, this operation was to be repeated when the 'A' stock trains were in full use and the passengers were used to them. The results of my survey rather showed that the saving in time from the use of sliding doors was not as marked as I had at one time believed.

From many of the logs of runs which I have made of 'T' and 'A' stock running, I extracted a large number of timings taken at various stations. All the records were made in the morning and evening rush-hours when the time taken at stations is of great importance. The stations chosen were, Moorgate, Aldersgate, Kings Cross, Finchley Road, Preston Road and North Harrow and the average times taken were as set out in the following table. I have of course, discounted stops which were extended because of adverse signals etc.

<u>Station</u>	<u>T Stock; Swing Door</u>	<u>A Stock; sliding door</u>
Moorgate	28 seconds	26 seconds
Aldersgate	28	30
Kings Cross	31	29½
Finchley Road	38	43
Preston Road	27	30½
North Harrow	29½	29
Overall average	30¼	31¼

From the above it will be seen that the swing door stock have a very marginal advantage. In the slack, or off-peak hours, however, the swing door stock has a lead of several seconds in most cases, I have even recorded a 5 second stop at Kings Cross one morning at 6.45 a.m. and also 'rolling Stops' at North Harrow at 6.15 a.m. a feat difficult to achieve with sliding door stock!

What London Transport once said about sliding door stock being quicker at stations is therefore not altogether true.

Although in some instances it may be so. The reasons why L.T. were so keen to be rid of compartment stock were much more likely to have been from a safety point of view, passengers were always keen to half open doors as soon as the train entered the platform. Also of course compartment trains were much more liable to suffer from vandalism in the way of slashed seats etc. There is however, one undeniable advantage in swing door stock as far as the passenger is concerned, it is that one can get into the train as it starts where as nowadays we can only stand and look at the train sitting at the platform for half a minute or so with the doors shut. It will then of course, pull out leaving aggrieved passengers on the platform.

LETTERS TO THE EDITOR

3rd December 1965

Dear Mr. Davis,

I was delighted to read the article on Joseph Paxton, a man whose achievements are only now being fully appreciated, in your December issue.

Paxton was even more careful to avoid noise in his glass-enclosed Way than your article suggests. He proposed to use atmospherically-propelled trains - not steam. Atmospheric traction held the popular imagination at the time and was, of course, an excellent idea defeated only by the mechanical inefficiency of the apparatus then available, especially the longitudinal flap valves.

The advent of electric traction, with comparable advantages of silence, power generation at a central point, etc, made further research into atmospheric propulsion unnecessary, but it is a fascinating side-shoot from the main tree of railway traction development.

4 Lamb's Walk,
Enfield,
Middlesex.

Yours sincerely,

John R. Day

16th December 1965

Dear Sir,

I am a member of the Railway Club and was rather surprised to read paragraph NF 522 on page 187 of the

current issue of your Journal because my experience has been quite different. I use Totteridge Station on the Northern Line and travel frequently to Goodge Street and King's Cross, the off-peak ticket to either of these stations costing 3/6d.

In the summer, several times the Booking Office was closed and one was asked to pay at destination. When I got there, I was asked for 1/3d. which I paid and on the return journey, took a single costing 2/3d. - total payment 3/6d. The same thing took place at King's Cross, though there the ticket collector was somewhat dazed but took my word for it.

The only slight inconvenience I suffered was having to queue for a single ticket on my homward journey.

Thelma,
56, Oakleigh Gardens,
London, N.20.

Yours faithfully,

Lambert H. Bailey,

2-1-1966

Dear Sir,

Whilst browsing through the current Underground Guide I discovered that L.T. are putting Japan's new Tokaido 150 mph trains to shame. On page 48, Table 12, which shows last trains on weekdays over the District, there is a train which leaves Mansion House at 00.22, which I understand to be 22 minutes past midnight; the train then proceeds down the District Line to Ealing Broadway where it arrives at 24.00, which I understand to be midnight. This shows that the journey is covered in minus 22 minutes. As this train is the last one at night, could it be that L.T. are carrying out night trials for high speed running on the Victoria Line? If so, it seems that some fellow in the timetable department has let the cat out of the bag by putting details in the public timetable. Perhaps any L.T. official reading this letter could enlighten us as to what the new Victoria Line timetable will be like - will we be able to travel from Victoria to Oxford Circus in minus 6 minutes?

Fairmead,
Northway,
Pinner.

Yours faithfully,

C.H.Gooch

5th Jan. 1966

Dear Mr. Davis,

Each of the Northern Line sets which I have seen today (about 20 in all) has been carrying a coloured duplicate of the train number on the leading and trailing cars, and it seems probable that this feature extends to the whole fleet.

The display takes the form of three sets of boards, each perforated at the top and connected by two rings. Each set appears to be made up of ten separate leaves numbered 0 to 9 so that any combination from 000 to 999 can be arranged. The boards are about 3" x 4" and carry 3" numerals in lime-green 'Dayglo' fluorescent colouring on a black background.

The three sets of boards are being carried in frames in the door at the driver's left hand at the base of the window. The leading and trailing DMC's are fitted in this fashion, and in addition carry the normal number in the front and rear door frames.

In July 1961 certain trains on the Northern Line carried a set of three symbols in the same position - a triangle, an inverted T and a vertical line surmounted by a circle. This was in connection with a proposed system of train description and train reporting which was at that time still in an experimental stage, and the present feature suggests that a similar trial may be in progress.

113 Wandle Road,
Morden,
Surrey,

Yours sincerely,

S.E. Jones.

EDITOR'S NOTES

Re Mr Gooch's letter - it could be slow running - though 24 hours less 22 minutes is stretching it a bit from Mansions House to Ealing Broadway!

Re Mr. Jones' letter - see also NF537 in this issue, which bears out the supposition contained in the letter.

NEWS FLASHES

NF 535 It has been noted that the roller-blind destination indicators on District Line trains appear to include "Hammersmith/Metropolitan", but nothing for the District station there; does anyone know why?

NF 536 Premature changes in destination plates result in westbound trains on the south side of the Circle carrying "Whitechapel" plates late at night. This is distinctly confusing, and one wonders where the official point of change is - once again, does anyone know?

NF 537 With effect from Sunday 2-1-1966, all trains on the Northern Line carry the train number on the side door to the left when standing in the cab, as well as in the normal position. The size of number is the same as usual, but the plates are aluminium coated with black plastic, and the numbers are in pale yellow - these numbers running from 0 to 7, in each "column". It is understood that these numbers have been fitted in connection with a scanner it is proposed to instal at Leicester Square later in the year, in connection with experiments for computer control of train running - with the Victoria Line in mind, it is thought.

NF 538 As from Sunday 12-12-1965 programme machine control has been in use from Parsons Green to Putney Bridge, and signalling from Barons Court to West Kensington has been transferred to the new regulating room at Earl's Court.

NF 539 About 20 coin-operated ticket machines have been standing in the booking hall at Hammersmith, District Line, since November 1965 - presumably for replacement of old machines in preparation for the installation of automatic barriers.

NF 540 On Sunday 19-12-1965 engineering works were in progress at Morden. All trains entering the station did so by no. 41 road (platform 1). Train crews were there relieved and replaced by special motormen and guards, who took trains into no. 43 road (platform 5) via nos 44 & 45 (depot approach) roads. Platforms 2, 3 & 4 were out of use for passengers, and the trains were renumbered in the sidings, not leaving in the same order as they arrived, but the train crews took over their respective trains again in platform 5.

NF 541 It is reported that a man fell against a train in Old Street station at about 17.15 on 23-12-1965 as the train was entering the station, and lost an arm as a result.

NF 542 Early on the morning of Sunday 21-11-1965, three cars were derailed in the sand-drag, and the buffers destroyed, at the east end of Ealing Common depot. Five crash tenders were in attendance, and the work of re-railing was completed at about 13.30.

REVIEWS

EXHIBITION

Joseph Paxton Centenary Exhibition; Arts Council Gallery; 8th December 1965 to 8th January 1966.

As predicted, there was not a great deal of direct railway material in this exhibition, except for sketches and maps of Paxton's proposed Great Victorian Way, and one or two photographs of railway board meetings. But it did show very clearly how much influence Paxton had on the general trend of railway architecture in the mid-nineteenth century. An interesting display which was well worth a visit.

RECORD

Forty Minutes Underground; 12" mono LP record; The London Underground Railway Society; 1965; £2-8-6d to Society members, £2-10-0d to others. Obtainable from C.H.Gooch, Fairmead, Northway, Pinner, Middlesex.

This is a really excellent "record" of underground noises, not only train noises but other sounds familiar to the travelling Londoner. Of the recordings of trains, it must be said that some are of stock which is now no more (the original tapes having been made between 1961 and the present); to this extent the record is already of historical value, as this aspect will of course increase as time goes by. One side is devoted to the tube lines, the other to the Met and District with some steam service sounds thrown in for good measure. An unusual and valuable record - highly recommended.

BOOKS

George Dow: Great Central - Volume 3; Fay Sets the Pace, 1900-1923; London, 1965: Locomotive Publishing Company Limited (Ian Allan): 437pp + folding loco diagram, map, colour plates, etc; £3-15-0d.

By now most readers will have made the acquaintance of the first two volumes of this work; the new volume, which is the completion of Mr Dow's work, surpasses either of the earlier books, and makes with them one of the most impressive railway histories ever published. Excellently written, very well illustrated, and with appendices covering almost everything, the story of the last 23 years of the GC as an

independent company is as well covered as any railway could hope for - and the GC's relationship with the Metropolitan during this period is given full treatment, as is everything else. It is impossible to do full justice to such a work in a brief review - far better buy it and form one's own judgement on it. Not many purchasers will be disappointed.

Second Special Report from the Select Committee on Nationalised Industries - London Transport - (Observations of the London Transport Board); 1965; Her Majesty's Stationery Office, London ; 12pp; 1/3d.

A useful pamphlet giving the LT viewpoint on the criticisms and comments on Board policy made by the select committee. Interesting to those concerned with this aspect of Underground politics.

Amendments to the Revised Edition of "History of the Southern Railway" by O.F.Dendy Marshall; 3pp.fcp. Obtainable from H.V.Borley, 167 Cornwall Road, Ruislip, Middlesex. Please send a foolscap stamped addressed envelope and three 4d stamps when ordering.

A very useful list of corrections, which all those who have the revised edition of Dendy Marshall's book will want.

NEWS OF OTHER SOCIETIES

The Transport Trust The Trust was officially brought into being at the first General Meeting held on Saturday, 30th October 1965. The aims of the founders are that the Trust should be the "National Trust" of the transport world, and they will operate in any way which furthers their aims in this direction. It is not a body set up in opposition to the existing preservation societies, and co-operation with them is a very important part of the work. Membership fee has been fixed at a minimum of £1 per annum, and further information can be obtained from the Secretary, J.T.Webb, 80 Basingbourne Road, Fleet, Hampshire.

Kent and East Sussex Railway Association This is a new body formed by an amalgamation of the Westerham Valley Railway Association with the Kent and East Sussex Railway Preservation Society. Now that it is impossible to proceed with the original plan of the WVRA to reopen the Westerham branch, it has been decided to join forces with the KESRPS who already have a line.

SOCIETY NOTICES

Subscriptions Members are reminded that this is the last issue of the Journal which will be sent to them until their 1966 subscriptions are paid. These should be sent to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex - 25/- for full Members and 10/- for Associates.

Nominations for Committee Members are reminded that the last day for the receipt of Nominations by the Secretary is 15th February. For details of retiring members, etc, please refer to p. 15 of the January issue.

Annual General Meeting. This will be on Saturday 26th March; further details will be sent to members in due course.

Index 1965 The delay in supplying the Index for Volume 4 is regretted, but it is in preparation and will be despatched to all members as soon as it is completed.

THE TIMETABLE

Lots Road Visit Will all members who applied for this visit please note that it will have to be postponed due to the advanced stage the modernisation there has reached. It will probably be possible to arrange it during 1967, and a note has been kept of all applicants, who will be advised of the new date as soon as London Transport agree on a day.
17.30 for 17.45 Thursday 3rd February Room 407, Department of Electrical Engineering, Imperial College; second lecture in the "Background to Traction" course; Electrical Research on British Railways, by L.L.Alston.

20.00 Monday 7th February Members are invited to attend a meeting of the Merton Scientific Society, to be held in the Central Library, Morden Road, London, S.W.19. The subject of this meeting will be "London's Underground" and the speaker is B. John Prigmore, M.A., M.Sc., A.M.I.E.E., Lecturer at the Imperial College of Science and Technology, London University.

18.30 Thursday 10th February Visit to the Post Office Railway and Workshops. Members who have booked meet outside G.P.O. entrance in Mount Pleasant, opposite cafe.

Saturday 5th March Visit to London Road Depot, LT. Names to the Secretary at address above.

Saturday 26th March Annual General Meeting - details later.

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