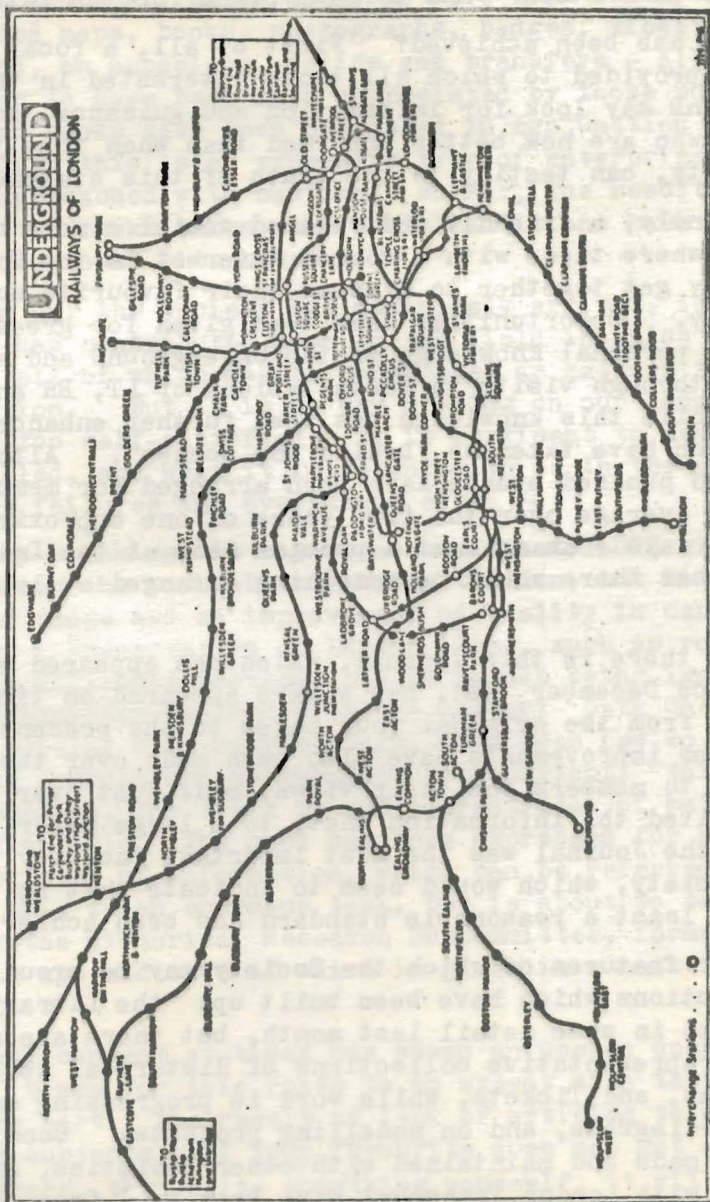


THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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Courtesy, London Transport

The 1926 Underground Map

AFTER FIVE YEARS

TLURS has just completed its first five full years of life. Conceived in May of 1961 and officially inaugurated in November of the same year, now would seem as good a time as any to take stock - and to make plans for the future.

What has been achieved? First of all, a focal point has been provided to which all those interested in the Underground may look for information and guidance, and many members, who are now better informed than when they joined the Society, can testify to the truth of this statement.

Secondly, a friendly and relaxed social circle has been created, where those with a common interest in the Underground may get together to discuss their favourite subject informally. Opportunities have been given for greatly increased personal knowledge of the Underground and allied systems, through visits to installations of LT, BR and others, while this knowledge has been further enhanced by talks which have taken us "behind the scenes". Altogether, almost two hundred events have been arranged for members, giving an average over the five years of one approximately every ten days - as against a promise made at the Inaugural Meeting that there would be something arranged at least once a month.

Then there is this Journal, which has appeared every month since December 1961, has always appeared on time, and has grown from the original four pages to the present sixteen, while other improvements have also been made over the years. A request to members for their views, made just over a year ago, elicited the information that, to a large majority of readers, the Journal was the most important facility provided by the Society, which would seem to indicate that in this sphere at least a reasonable standard has been achieved.

Other features of which the Society may be proud are the Collections which have been built up; the Library was referred to in some detail last month, but there are also good and representative collections of Historical Relics, Photographs, and Tickets, while work is progressing on maps and track diagrams, and on modelling projects. Good contacts have been made and maintained with other Societies, and our relations with London Transport have been good from the very outset - and here it should be made clear to all concerned how deeply the Society is indebted to LT and its officials,

for many of the successes to which we lay claim could never have been achieved without the active co-operation of the Board's staff in many different departments.

By way of assisting members with their own collections of "Undergroundiana", sales sections have been set up which have provided maps, books, photographs, badges, tickets, drawings and, on occasions, relics and transfers - all of which appear to have been much appreciated by those buying them. Some books have been published in conjunction with others, though this is an expensive type of enterprise and has to be approached with caution; so far, the results seem to justify the risks taken, and useful additions have been made to Underground literature.

To sum up, the Society has definitely arrived, is recognised, and has contributed much to the field in which it operates - all of which may be considered as matters for congratulation. But it is no use resting on our laurels, or feeling too self-satisfied; it is pertinent to ask where we have failed, and what it is intended to do in the future - about the failures and everything else.

Broadly speaking, it may be assumed that TLURS will continue along the path already being trodden, but with a widening of scope and an improvement of quality in certain directions. Preservation of larger items, such as rolling stock, is a difficult problem, but it is not being ignored by the Subcommittee dealing with the matter: Data Sheets, which are popular with many members, have been few so far - both in the Journal and as separate publications; this should soon be remedied, for there is now a great deal of material becoming available. The need has been expressed for a central register of information, which can be referred to by members; this is an enormous task, but is about to be tackled by the Historical Research Subcommittee, formed a short while ago and news of which is given in a note in this issue.

Journal content at times has shown an uneven spread of subjects; blame for this rests to an extent with the Editor, but is also partly the result of lack of articles to print on certain subjects - if your favourite does not get a fair share of space, then write something yourself, it will be welcomed. It might be mentioned here that there is no overall shortage of material; in fact, if there were more

members, and thus more funds at our disposal, the number of pages could be almost doubled every month without running short of copy. This explains why some items may not appear for several months after they are submitted - and why some do not appear at all. So, if you would like a bigger Journal and more prompt appearance of material, persuade more of your friends to join.

Having become a recognised body, with a worthwhile record to look back on, the future of the Society should be assured. The enthusiasm is there, many members have very great knowledge of certain aspects of our subject, and there are many more who are learning fast and will undoubtedly be of great assistance to the Society in the future. For this, we must be grateful - for there has rarely been a shortage of help in running TLURS; many have offered to assist of their own accord, others have willingly accepted the burdens thrust upon them when asked to help. May it always be so, for the Committee can do nothing if not supported by the membership at large.

The Committee are always ready to consider suggestions for improving the Society, and are anxious to make the next five years even better than the first - so do not hesitate to voice any criticisms you may have; nothing can be done to put them right unless they are known.

FURTHER MOVES ON HEATHROW UNDERGROUND LINK

Both London Transport and British Rail announced on the 26th November 1966 that they had deposited parliamentary bills seeking powers to link London (Heathrow) Airport with central London by rail.

The proposals are intended to be complementary, not competitive, and LT's plan is to extend the Piccadilly Line from Hounslow West to the centre of the airport. This extension would be underground throughout, and would start from a point just east of the present station at Hounslow West (which would be abandoned and a new - presumably subsurface - station built), proceed along the line of the Great West Road, with an intermediate station at Hatton Cross, then turn off to its terminus under the airport terminal area.

BR propose to extend their existing line from Feltham to a specially designed station at the airport.

SOME FORGOTTEN TUBE SCHEMES
 A Paper Presented to
 The London Underground Railway Society
 at Hammersmith Town Hall
 on the 14th October 1966
 by
 ALAN A. JACKSON
 as
 the President's Address
 for 1966

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"What might have been" always exercises a strong appeal to the imagination and this is just as true in the realm of underground railways as in any other. It would be impossible to deal comprehensively in a single paper with many unfulfilled tube schemes for London - there are far too many. What follows is a somewhat haphazard, but, it is hoped, interesting selection.

East and North East London

Largely as a result of the cheap trains and excellent services of the Great Eastern Railway, the last quarter of the 19th century had seen extremely rapid building development in Tottenham, Edmonton, Walthamstow and Leyton. Walthamstow's population had grown from 21,000 in 1871 to 95,000 in 1901. When tube railways were demonstrated a practical proposition by the successful operation of the City & South London Railway, schemes for new lines came thick and fast, and some promoters looked upon the thickly populated part of the north eastern suburbs as a lucrative source of traffic, with the possibility of similarly rapid development in the areas to the north. That most of the traffic was peak hour movement did not see, to worry them, at any rate at first. The fact that no tube to serve north east London was completed, or even started, before the late 1930's was not for want of trying, as I shall demonstrate.

An unsuccessful bill of 1893, for a LONDON, TOTTENHAM AND EPPING FOREST RAILWAY was the precursor. This proposed a line from a terminus near Aldersgate station (junction of Whitecross and Chiswell Streets) to High Beech, Epping Forest, via the "Eagle" in City Road, Hoxton, Dalston Junction, Upper Clapton and Walthamstow. A line following a similar route, but with a different terminus in the City was authorised in

1894 under the title of the LONDON, WALTHAMSTOW AND EPPING FOREST RAILWAY. This would have started at Eldon Street, near Finsbury Circus, proceeding via Wilson Street, Pitfield Street, St Johns Road, Beauvoir Road, Stanford Road, Kingsland Road and Shacklewell Road to Springfield, Clapton where the $3\frac{1}{2}$ miles of twin 16ft diameter tunnels gave way to a surface line across the Lea Valley to Walthamstow and High Beech. Here it would have terminated at a point where even today there are no houses. There would be connections to the GER Cambridge line at Clapton and to the Tottenham & Hampstead line at South Tottenham. A third spur at Walthamstow connected the tube with the Chingford branch. With one exception, the promoters were residents of Stamford Hill and Walthamstow, and the scheme appears to have been an independent one. The Midland and Great Eastern Railways did not oppose the bill and an Agreement with the latter dated 24 April 1894 was scheduled to the Act. This Agreement (which had secured the withdrawal of GER opposition) provided that the tunnels be suitable to accommodate GER rolling stock and that the GER be given running powers over the whole $14\frac{1}{2}$ miles (but not with steam locomotives in the tubes!). The City terminus was to have separate facilities for GER trains and there were to be facilities for the changeover from steam to electric traction near the tunnel mouths. The Agreement further ensured that if the GER did not exercise running powers they were to be through bookings. Lastly, any additional junctions the GER required were not to be opposed.

The Midland Railway were also very friendly and the General Manager of that Company was rash enough to say that "it would be almost a national benefit to have this additional railway to carry the crowded population in and out of the City". At this time the Midland probably regarded suburban traffic as a nuisance that brought little or no profit and was therefore glad to seize a chance of losing some of it. The GER also saw the opportunity of securing useful relief to its overburdened western suburban lines at someone else's expense.

Another Act, in 1895, provided for a junction to the Tottenham and Forest Gate Railway in Walthamstow and altered the connection to the Tottenham and Hampstead.

No progress at all was made in raising the £2.9m capital and in 1897 the powers were acquired by Arnold Hills, chairman of the Thames Ironworks, Shipbuilding & Engineering Co. of Blackwall and of the Thames Steamboat Co. Hills, who lived

at Woodford and who was to be a prominent figure in the promotion of north east London tube lines during the next ten years, possessed a lively interest in the transport problems of the area. His first step was to secure another Act, in 1898, which revived the powers and extended the time for completion. He then obtained the close co-operation of the GER, who were by now even more of the view that the tube scheme might well be a cheap way of avoiding the large capital expenditure they would otherwise need to make to accommodate the tremendous peak hour traffic their cheap fares had generated.

In 1899 Hills formed a directorate consisting of himself, the chairman of the Essex County Council, Lord Claude Hamilton (chairman of the GER) and a GER director. The result of this activity was a further Act in 1899, which included a better connection at Upper Clapton with both the Chingford and Cambridge lines and gave the GER power to appoint directors. Scheduled to this Act were Agreements with the GER and the Midland. The former stated they were desirous of seeing the railway constructed and required the Walthamstow Company to run 60 trains a day each way between the City and the Tottenham & Hampstead or between the City and the GER. The GER also undertook to run up to 40 more of their own trains in and out of the tube and to pay for these. The Agreement with the Midland gave that Company running powers to the City terminus and provided for haulage of Midland trains up to 200ft in length through the tube by Walthamstow electric locos. All tube platforms were to be 400ft.

Even this strong support from the main line companies failed to attract capital to the scheme, and the outbreak of the South African War in 1899 did not make things any easier. It was therefore decided to wind up the Walthamstow Company and this was achieved by an Act of 1900.

Following the demise of the London, Walthamstow and Epping Forest, two separate schemes for north east London were presented to Parliament for the session of 1901.

The City & North East Suburban Electric Railway

The first of these schemes was blessed with the resounding title of the CITY & NORTH EAST SUBURBAN ELECTRIC RAILWAY. Engineered by Richard Hassard, this line was to start at the junction of Cornhill and Leadenhall Street and proceed via Bishopsgate, through Shoreditch, Cambridge Heath, Victoria Park,

Lea Bridge, Walthamstow Hoe Street, Higham Hill, Gilwell Park and High Beech to Waltham Abbey, a distance of just over 16 miles, of which four would be in twin 13ft diameter tubes. The surface section started on the London side of Hackney Marsh and there were to be spurs to the GER at Lea Bridge and to the Tottenham and Forest Gate at Walthamstow. The power station and depot were to be alongside the Lea at Hackney where provision was made for a siding to a barge berth. A five minute service was proposed to Walthamstow, where a Kennington type loop was planned. The capital was a modest £2m.

The promoters were independent of any other railway or group, but the section between Bishopsgate and Hackney was also staked out for the other 1901 scheme - the North East London Railway; the C&NES did not object to having a common line with the North East London between these two points, although the Parliamentary Committee did not much like the idea. When the scheme came before Lord Windsor's Parliamentary Select Committee (which considered ten 1901 tube schemes) it met with approval, but the Committee wanted a more easterly route between the City and Victoria Park via Whitechapel Road and Cambridge Road to prevent the overcrowding of Bishopsgate Street with tubes and to "bring communication to a populous district of Whitechapel". With the other approved schemes of 1901, the bill was then deferred until the 1902 Session.

The scheme reappeared in 1902 with the desired deviation via Whitechapel Road, with a new terminus at Mansion House, and provision for interchange with the District and City and South London at Monument. Between Victoria Park and Walthamstow the 1902 line deviated to the east to serve Leyton and there were minor changes of alignment north of Chingford. The Chief Engineer was now the famous Sir Douglas Fox, who advised 12ft 6in tubes.

After an initial and fruitless approach to the chairman of the District Railway, the promoters obtained the backing of the powerful American financier John Pierpoint Morgan, whose father J.S.Morgan had founded the English banking house of that name. It was planned to work the C&NES in association with other Morgan-backed lines which will be mentioned later. Morgan had agreed to find £4m of the £6m capital required for the C&NES, but alas, when Parliament examined the scheme, the City-Whitechapel section, inserted at the behest of the 1901 Committee, was thrown out on the opposition

of the District, under whose line it was to run for a short distance. The promoters then withdrew the bill, as the support of the local authorities and of the Morgan Group rested on the understanding that there would be a City terminus.

The GER had changed their attitude to tubes and had been in strong opposition. They produced Holden, their Locomotive Superintendent, who sung the praises of an 0-10-0 tank locomotive (the famous "Decapod") which he was building. It was alleged that this would be capable of accelerating a 300 ton train to 30mph in 30 seconds, thus providing the GER steam lines with a performance equivalent to that of electric trains. Holden did not mention (and perhaps at that time did not realise) that the whole of the GER suburban permanent way would need to be rebuilt if it were to stand up to the thrashing it would get from Decapods.

The C&NESR came up for the last time in 1903, with the original City-Waltham Abbey route and a line to Tottenham and Palmers Green that was identical with the North East London Railway. This two-pronged system was 22 miles in length, including 9 miles of 12ft 6in tunnel from Mansion House to The Avenue, Tottenham, and as far as Hackney on the Waltham Abbey section. Beyond Hackney it crossed the marshes on a 17ft embankment and in Tottenham it was to pass through the proposed LCC White Hart Lane Estate on an embankment planted with shrubs and trees "to be renewed and maintained to the reasonable satisfaction of the London County Council". Morgan had retired from the scene, and the promoters and subscribers were F.J.Halsey (chairman of the Surrey County Council) J.H.Buxton (of the brewers Truman, Hanbury and Buxton), Col. Montague Craddock (a director of British Westinghouse), J.H.Lukach (Managing Director of British Westinghouse and of Traction and Power Securities, a promotion company), E.W.Stanyforth (a director of the Lancashire and Yorkshire Railway), C.J.L.Stuart, W.W.Wack and the Hon. Reginald Parker. The capital was to be £6m.

Separate classes were to be provided on the 450 seat, 8 car trains (4 motors, 4 trailers), and the overall speed, including stops, was to be 20mph. A report in "The Tramway and Railway World" recorded that the line would have sidings

into which the trains would be automatically shunted should a driver over run a signal, but gave no details. In view of the strong Westinghouse element in the promotion it might be guessed that this was a pet scheme of that Company's, but it does sound a little odd, not to say expensive.

A five minute service was to be offered on each line, with a $2\frac{1}{2}$ minute headway on the common trunk between Hackney Road and the City. The proposed fares were ridiculously cheap, even for the period (City-Chequers Green/Chingford Green 2d, City-Waltham Abbey 4d). An all-night service and through booking with the M.E.T. tramcars were promised.

In spite of the impressive support, the bill was not passed because the promoters refused to give a required guarantee that the money would be raised. Francis Fox, the line's engineer, later pointed out to the Royal Commission on London Traffic that if such a guarantee had been asked for in the case of the London and North Western, that railway would never have been built. However, a precedent had been established in 1902 when the representatives of both the Speyer and the Morgan combinations had come into the witness box and given absolute guarantees that their firms would raise the capital for their schemes.

DIAMOND JUBILEE OF THE PICCADILLY LINE

The sixtieth anniversary of the opening of the first section of the Piccadilly Line took place last month.

It was on the 15th December 1906 that the first, nine-mile, section of the line was opened. This original stretch was from Finsbury Park to Hammersmith, and the Opening Ceremony was performed by the then President of the Board of Trade - the Rt.Hon.David Lloyd George. He rode in the cab of the first train with our Honorary Member, J.P.Thomas, who was the first Superintendent of the Line; Mr Thomas recalls that the future Prime Minister dropped the dead man's handle, the train then stopping instantly proving how effectual the safety devices were and impressing the two hundred passengers very favourably.

The line was originally promoted during the 1890's as two independent and unconnected tubes - the Great Northern and Strand Railway, from Finsbury Park to Strand (now known as Aldwych), and the Brompton and Piccadilly Circus Railway from South Kensington to Piccadilly Circus.

It was not possible to raise money for these schemes, and nothing constructive happened until 1902, a year after the American financier Charles Tyson Yerkes and his associates took control. Then plans for the two tubes were merged and authority obtained to link them and to extend the line to Hammersmith, absorbing the South Kensington to Earl's Court section of the District Railway's proposed deep-level tube to Mansion House.

By early 1904, construction work had started on all sections of the line. Twenty-two stations were provided, all but the two westernmost (Baron's Court and Hammersmith) being below ground. The depth of the line below the surface varied from 20ft at Finsbury Park to 123ft at Covent Garden and lifts were, therefore, a necessity at most stations. A total of 60 electric lifts were installed at 18 stations, all below-ground; Gillespie Road (now known as Arsenal) had none, as the platforms were close to the surface, but at Finsbury Park, where the Underground station was built by the Great Northern Railway below its own station on a viaduct and leased to the Piccadilly, hydraulic lifts were provided for passengers interchanging between the main line and the tube. Three stations - Covent Garden, Down Street and South Kensington - and the branch from Holborn to Strand were not completed when the line opened, but all were brought into use during 1907.

The trains, which were built in France and Hungary, were similar to those on earlier tubes, in which passengers entered and left the cars through gates on open platforms at the ends of the vehicles.

The next two decades saw only one noteworthy event on the Piccadilly. In October 1911 the first escalator on the London Underground system was brought into use; this was installed at Earl's Court to assist interchange facilities between the Piccadilly and the District lines. Knowing that the public would be hesitant to venture on the new device, a man with a wooden leg, "Bumper" Harris of immortal memory, was employed to travel up and down all day to show the world at large how easy it was to use.

If nothing happened for twenty years, the period between 1925 and 1933 saw great activity on the Piccadilly in both modernisation and extension. The first major work was the reconstruction of Piccadilly Circus station, entailing the banishment of the Shaftesbury Memorial - better known as Eros -

to County Hall for nine years. The work was completed in 1928; the following year saw the replacement of the original trains, except on the Aldwych branch, by stock with air-worked doors, better seating and other improvements. This was the first stock with air doors to go into regular service, and greatly increased the capacity and overall speed of the trains. The cost of the Piccadilly Circus rebuilding was £425,000 (which would be at least £2m at present prices), and it provided eleven escalators and a magnificent ambulatory 200ft in circumference; in Mr Thomas's words "I think no finer tribute to Tube Engineers exists".

In 1930 a start was made on what was then the largest Underground improvement scheme yet put in hand - the extension of the Piccadilly line some $7\frac{1}{2}$ miles northwards from Finsbury Park to Cockfosters (the first four miles being in tube) and the widening of the $4\frac{1}{2}$ mile stretch of the District Line from two to four tracks between Hammersmith and Northfields so that the Piccadilly service could be extended westwards, using the existing tracks beyond Northfields and west of Acton Town on the line to South Harrow and Uxbridge. Also included in the £11m scheme was the reconstruction of Holborn, Leicester Square, Dover Street, Hyde Park Corner and Knightbridge stations, the building of new train depots at Northfields and Cockfosters - to replace the original Lillie Bridge depot at Fulham, which Piccadilly trains could only reach by running over District tracks through West Kensington station - and, of course, more trains for the extended services. It is interesting to note that the Holborn station reconstruction produced the largest diameter tube escalator shaft ever - 36ft containing four escalators, three in one shaft being the maximum elsewhere.

The first sections of the extended line to be opened were those from Hammersmith to South Harrow, on 4th July 1932, and from Finsbury Park to Arnos Grove $2\frac{1}{2}$ months later. At this time also a further improvement was brought about by the lengthening of all trains from six to seven cars. During the first seven months of 1933, the service was extended, section by section, so that on 31st July that year the Piccadilly Line had taken on its present form.

With the completion of the station reconstruction at Hyde Park Corner in 1932, the nearby station of Down Street was closed; similarly, in 1934, Brompton Road was closed when the rebuilt Knightsbridge, with its extra entrance, was opened.

During the work at Dover Street station, the original entrance was replaced in 1933 by new entrances in Piccadilly and the station renamed Green Park. At all these three stations, and also at Holborn and Leicester Square, escalators took the place of lifts. At Leicester Square, which was the last to be completed, the work involved the installation of a bank of three escalators 161ft long, with a vertical rise of 80 $\frac{3}{4}$ ft; at that time, these were the longest escalators in the world, and they are still the longest on the London Underground.

The next twenty years or so were another uneventful period in the Piccadilly's development, but the last decade has seen the re-equipment of the line with its third generation of stock. The new trains have brought a further increase in the capacity of the line, as the above-floor space taken up by equipment on the earlier trains is now available for passenger use - all equipment now being under-floor; also the trains are now mostly of the silver type, with unpainted aluminium alloy body panelling which saves weight as well as painting time - and paint.

London Transport have marked the Jubilee by the publication of another of Charles E. Lee's short histories, this one being entitled "Sixty Years of the Piccadilly", and comprises 28 pages in the same format as the previous books on the Central and the Bakerloo. This is another example of Mr Lee's concise coverage of the Underground subjects, it is well illustrated, and costs 2/6d from London Transport.

A list of the original Piccadilly stations is appended, and acknowledgement for the material used in the compilation of this note is made to Charles E. Lee, J.P. Thomas and the London Transport Board.

Great Northern, Piccadilly & Brompton Railway
Stations opened in 1906/7.

Finsbury Park
Gillespie Road (renamed Arsenal
in 1932)

Holloway Road
Caledonian Road
York Road (closed 1932)

King's Cross
Russell Square

Holborn
Strand (opened 1907; renamed
Aldwych in 1915)

Covent Garden (opened 1907)
 Leicester Square
 Piccadilly Circus
 Dover Street (Surface buildings replaced by
 new entrances in Piccadilly and
 renamed Green Park in 1933)
 Down Street (opened 1907; closed 1932)
 Hyde Park Corner
 Knightsbridge
 Brompton Road (closed 1934)
 South Kensington (opened 1907)
 Gloucester Road
 Earl's Court, Baron's Court
 Hammersmith

HISTORICAL RESEARCH

During 1966 it was announced in these pages that the Committee, mindful of the need for the proper recording of information relating to the history of the Underground, had appointed an Historical Research Subcommittee. The purpose of this subcommittee was to explore the possibility of making proper records of Underground events, and to take charge of such recording if it was done. There have been several exploratory meetings of the subcommittee, and it has been decided to go ahead with an experimental recording programme.

Peter Davis has been appointed Historian to the Society, and Stephen Bissell Assistant Historian, and it has also been decided to ask two other Societies to appoint members to the subcommittee, as it is felt that both these Societies can give very helpful guidance in the work to be carried out, and the presence of one of their members at our deliberations will avoid wasteful duplication of effort. Accordingly, we are pleased to be able to report that The Railway and Canal Historical Society has appointed Mr Harry W. Paar to serve as their representative. The London Record Society have not yet had a Council meeting since our request was received, but their Secretary has sent us the best wishes of the Society in the work being attempted and has promised to place our project on his next agenda - so we hope to have a representative duly appointed.

A further report will be issued in due course, and in the meantime members may rest assured that progress is being made.

SOCIETY NOTICES

1967 SUBSCRIPTIONS Members are advised that their Subscriptions for 1967 are now due. The rates remain the same as last year - 25/- for Members, 10/- for Associate Members - and payment should be made to the Registrar, Roy E.Labrum, 134 Cranley Drive, Ilford, Essex; Membership Cards will be sent out with the February Journal to all those who have paid, and will be the only acknowledgement of receipt. Please pay your subs during the early part of January, as this makes much less work for the Registrar, and in any case the February Journal will not be sent out to those who have not paid - the Society does not feel it is justified in using its funds to send the Journal to members who are not fully paid up.

1966 ACCOUNTS Members who are holding funds of the Society are asked to send all these monies by 7th January without fail to the Treasurer, K.R.Benest, 66 Hare Lane, Claygate, Surrey, together with details of how the amount sent is made up. Likewise, any Officer or Members having expense claims against the Society are asked to submit their claims to the Treasurer by the same date. It is particularly important for these matters to be dealt with promptly this year as, because Easter is early, the Annual General Meeting will have to be held earlier than usual - and of course the Accounts have to be submitted to that meeting.

1967 ANNUAL GENERAL MEETING The Annual General Meeting for 1967 will be held on Saturday 18th March. Nominations for service on the Committee, Notices of proposed Amendments to the Rules, and Notices of any other Motions proposed should be forwarded to the Secretary, N.E.W.Fuller, 62 Devonshire Road, Ealing, London, W.5, to reach him not later than the 15th February. The Members of the present Committee retiring by rotation are M.T.Connell, N.E.W.Fuller and C.H.Gooch and all are eligible for re-election. Members seeking to nominate other than the above for committee service should obtain the consent to stand of the Member concerned before submitting the Nomination.

PHOTOGRAPHIC COMPETITION Members are reminded that the last date for the receipt of entries in this competition is the 7th January. Please refer to the October 1966 Issue of the Journal, p.159, for the Rules governing this Competition.

ANOTHER APOLOGY It is regretted that another instance of incorrect information appeared in The Timetable for November. The meeting of The Channel Tunnel Association, to which our members were invited, was switched at the last moment from Hammersmith Town Hall to the Great Hall at Caxton Hall so that

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a Reception could be held first. It is most unfortunate that two instances of incorrect information should have appeared in one month, but in neither case was the fault that of any TLURS Officer. Apologies are tendered to any member who went down to Hammersmith fruitlessly, and members may be assured that in future information from other Societies will be very carefully checked before publication.

SPECIAL NOTICES TO MEMBERS It will have been noticed from these pages that, on a few occasions, events have been fixed at very short notice and as a result have not been advertised in the Journal (Last train journeys mainly, information about which has been received too late for publication). Some of our members have expressed the wish to be notified of these - but the Society finances are geared to one posting to members each month. It has therefore been decided that, to meet the wishes of those members wanting the information sent to them, a special service should be introduced. Members wishing to subscribe to this service are asked to send an additional 5/- to the Registrar with their Subscriptions (see previous page), together with a separate slip of paper bearing their Name, Membership Number, Address, Home Telephone Number and Office Telephone Number. Every endeavour will then be made to let these subscribers know of any last-minute arrangements made.

THE TIMETABLE

19.00 Thursday 12th January Library Evening at 62 Devonshire Road, Ealing, London, W.5. The first of these evenings was most successful - let us hope that this one and its successors will be equally so.

19.00 for 19.15 Friday 13th January Illustrated Talk entitled 'Some Impressions of the Metro', to be given by E. Treby. This talk is to be given at the Hammersmith Town Hall, and will be largely based on comparisons between London and Paris. Mr Treby is a well-known writer and speaker on railway subjects, and an interesting evening is assured.

Thursday 9th February Evening visit to the Aldwych Branch, Piccadilly Line (date is still provisional). Names to the Secretary, N.E.W. Fuller, 62 Devonshire Road, Ealing, London, W.5 as soon as possible.

Saturday 18th March Annual General Meeting at a place and time to be announced later - see separate notice on p.15.

STOP-PRESS CORRECTION Article on "Platform Renumbering" in the December issue should have been attributed to E.D. Chambers - not C.E. Kennett. Editorial blunder - regrets to both parties. 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.
