

MAIN LINE TUBES CONSIDERED AGAIN

A recent press report has indicated that, once again, main-line tubes under London are being officially considered. It is as well to remember when this subject comes up for discussion (as it does regularly every few years) that the original scheme for a London Underground was just this idea - although each new suggestion makes some variation to fit in with the planner's own ideas or the circumstances of the times.

Charles Pearson, when he first conceived an underground railway, intended to build a great station to be served by trains from all directions, and this would have stood approximately where our present Ludgate Circus stands. Pearson's Company was called the City Terminus Company, and would, if built, have been of immense advantage to the London of today. But its bill was defeated by the opposition of the City of London, which was so busy trying to beat the Terminus Company that it failed to give proper attention to the North Metropolitan bill which was going through its parliamentary stages at the same time. The North Metropolitan got their Act, and the London Underground was born, in due time to take over the Terminus Company whose scheme was lost for ever.

The new scheme is for two tunnels; one would link Victoria and London Bridge, running via Green Park, Piccadilly and the Strand; the other would run from Paddington to Liverpool Street, running through (or under) Oxford Street, Soho, and the City. These two loops would link with each other at a central point somewhere near Covent Garden, and also, of course, be connected to the main lines already existing at every possible point.

Such a scheme would be of enormous use, but it would also be enormously expensive, and one is tempted to ask if it is really necessary. Surely, if proper use was made of those cross-London connections already in existence, and a few more connecting spurs built at comparatively small cost, this new plan would not be needed. It is also tempting to ask if British Rail would put them to proper use if the tunnels were built, for absolutely nothing is being done at present to use the existing links to their best advantage. There is not one cross-London passenger service at present, nor any that run through (except excursions and a few specials and holiday trains) on the West London or the City Widened Lines routes - and as for the East London route, the less said the better. This last-mentioned is unusable, all connections having been severed at Shoreditch Junction during 1966, the Southern Region having previously taken the line between East London Up Junction and Deptford Road Junction out of use in 1964 (although the other junctions at New Cross Gate and New Cross are still in situ).

There is no doubt that there should be more trains that run through London on the main lines, or else bypass the metropolis completely, but much more research needs to be done, such as comparing what is needed with what exists, before grandiose schemes for completely new routes are approved. It is unlikely that such a new scheme would help the traveller across London very much; long-distance passengers would not welcome the invasion of their comfort by teeming hordes of commuters, nor would the latter appreciate having to contend with the hazards of luggage strewn all over the trains at rush hours - to say nothing of all the seats being already occupied by long-distance travellers. No, it is still better to keep the two types of traveller separate whenever possible, and this new plan, even if it came to fruition, would do nothing to reduce the necessity for new London Transport tube lines, of which many more should be built as a matter of the greatest urgency.

LT receive a great deal of criticism, a little of which is justified but the majority of which is not. Taking a broad view, it must be admitted that after catering for the needs of Londoners for over a century, either itself or through its constituent companies, or organisation is better qualified to run the local London passenger lines. LT certainly have kept abreast of requirements far better than the main lines, and some BR suburban services should be transferred to LT - but not all.

## SOME FORGOTTEN TUBE SCHEMES

Alan A. Jackson

being the President's Address

1966

North East London Railway 1901-2

and

Piccadilly, City & North East London Railway 1902

In spite of his failure with the London, Walthamstow and Epping Forest, or perhaps because of it, Arnold Hills produced a new £6m scheme for 1901. Entitled the NORTH EAST LONDON RAILWAY, and engineered by Sir Douglas Fox, this line was to run from Mansion House to Tottenham, Page Green (the site of the Victoria Line station) with a branch from Stoke Newington to Lea Bridge, Leytonstone, Walthamstow, Wood Street, and Walthamstow, Chapel End. All this was to be in 13ft tubes except the Walthamstow branch, which would emerge to the surface at the Lea Valley and beyond. Between the City and Walthamstow the route followed much the same alignment as the London, Walthamstow and Epping Forest.

Hills had wisely concluded that a north east London tube would be more viable if it were connected to the West End as well as the City and he made arrangements to join his line to the proposed Piccadilly and City Railway, which was to follow the Fleet Street-Strand-Piccadilly Circus axis. Furthermore he secured the backing of J.P. Morgan, who was also supporting the Piccadilly & City.

The North East London bill was examined by the 1901 Windsor Select Committee who recommended an extension north west of Tottenham to serve the large housing estate that the LCC were to build at White Hart Lane. They also noted that the Walthamstow branch would be unnecessary if the City and North East Suburban were constructed. The bill was deferred with the others until the 1902 session.

When the scheme was brought forward again in 1902 the Walthamstow branch had been dropped because that area was amply served by the C&NESR, now associated with the NELR under the Morgan wing. In response to the Windsor Committee's suggestion, the line now extended through the LCC Estate to Southgate. Morgan had reached an understanding with a fourth scheme - the London United Electric Railways (promoted by the

tramway company of similar name) whose bill proposed inter alia a Hammersmith-Charing Cross tube. A through tube from Hammersmith Broadway to Southgate via the West End, City and Tottenham now came close to realisation. Together with the associated C&NESR, Morgan would control some 38 miles of electric railway. With the co-operation of the London United there were to be through bookings with that company's extensive electric tramway system in west and south west London. But for sad events shortly to be related, transport ticket collectors might today be looking for such choice items as "Tolworth to Tottenham" or "Surbiton to Stamford Hill"...

Morgan's trains were to consist of four motors and four trailers offering 400 seats every 2½ minutes in the central area. A half hourly service was to be provided between 1 and 5 a.m. Repairs would be executed between trains at night. A wooden platform along one side of the line would offer refuge to the maintenance men and act as an escape route for passengers in an emergency. This platform was to be placed above the current and return rails, which would run one over the other at one side of the line in the 13ft 6in tunnels.

The line was cut back to Palmers Green by the Committee after hearing evidence about the Southgate Cricket Ground, but this was a minor loss. By June, the whole scheme was through both houses and all seemed set fair.

The Morgan group had promised to find half of the capital for the Hammersmith-Hyde Park Corner contribution of the London United, but the latter squabbled over the terms and over their part in the undertaking. The London United thought that the traffic which would be fed to the line by their tramcars justified a larger share in the control and management than they had been promised. Whether encouraged or not, London United now offered their shares, and these were eagerly seized by Speyer Brothers, who secured control within 24 hours. Speyer's were backing the Piccadilly tube which also covered Knightsbridge-Hyde Park Corner, and the London United line between Sloane Street and Hyde Park Corner was therefore withdrawn. The Morgan tube was then left without its Hyde Park-Hammersmith tail. A serious blow, perhaps, but not a disaster it seemed. But it was a disaster, for the House of Commons, anxious to ensure that the whole line be constructed, including both the rich and the poor, instructed the Select Committee to take security from the promoters for the

completion of all the railways comprised in each bill and this was interpreted as a guarantee for the whole scheme. Thus the remaining Hyde Park Corner-Palmer's Green line could not be allowed to pass. Morgan's were willing to offer a guarantee as to the carrying out of a through Hammersmith-Palmer's Green line of the Piccadilly, City & North East London bill were recommitted to the 1903 session, but this was not allowed, although there was obvious sympathy for the Morgan group in their dilemma. Altogether a fine case of Parliament's rules defeating the intentions of Parliament, and a great victory for the Yerkes-Speyer combination.

### Hammersmith, City and North East London Railway

On 14 February 1903 a late bill was introduced for a HAMMERSMITH, CITY & NORTH EAST LONDON RAILWAY covering the London United-Piccadilly & City-North East London route with the addition of a branch from Stoke Newington to Walthamstow. Capital of £7½m was required. There were to be generating stations at Hammersmith and on the Regent's Canal near Kingsland Road. The 11ft 6in tubes came into the open air at Napier Road, Tottenham, and Mount Pleasant Lane, Upper Clapton. Hills was behind this bill, but he had to find new backers, as Morgan, still smarting from the skilful punishment he had received from his American rivals, had departed from the London scene. When giving evidence to the Royal Commission on London Traffic later in the year Hills revealed that he and his associates had spent a nugatory £80,000 in promotion costs since 1894.

In spite of the antics of the previous autumn, Parliament would not dispense with Standing Orders to allow such a late bill.

After the breathing space given by the Royal Commission, which caused the postponement of many tube bills, the Hammersmith, City and North East London, pushed by the indefatigable Arnold Hills, appeared again in 1905 with the same two-pronged, 19-mile system, engineered by Robert Elliott-Cooper. Again it was thrown out, this time because the deposit money had not been lodged. It came out again for the last time in 1906 without the Walthamstow section, and with a connection to the proposed North West London Railway, which that company did not want. This too fell by the wayside and Hills at last gave up the struggle.

A new North East London Railway, 1905-1910.

The last of the pre-1914 north east London schemes appeared as the NORTH EAST LONDON RAILWAY bill in the session of 1905. Although using that title, it had no connection with the earlier schemes of that name; the route in fact followed the C&NES 1901 alignment and the promoters were largely those of the 1903 C&NES. The new NELR was to start at King William Street (Monument) proceeding in 13ft 6in tubes via Bishopsgate, Shoreditch, Cambridge Heath to Victoria Park, where, after  $2\frac{1}{2}$  miles, it emerged on to the surface. Crossing the Lea Valley, it served Leytonstone, Walthamstow, High Beech and Waltham Abbey. The depot and power station were to be at Temple Mills, with a connection to the GER.

The £4m scheme, for 17 miles of line, was well supported by local authorities and local M.P.s, and there were some impressive promises of financial backing from the City. Perhaps still suffering from an uneasy conscience over the murder of the 1902 Morgan scheme, Parliament was sympathetic, despite doubts that the capital could be raised and despite the fierce opposition of the GER. A provision was inserted to ensure that the tubes would be of sufficient depth to allow another pair above between Monument and Hackney Road (allowing for a future line to Tottenham etc) and stipulations were made that a half share of the capital was to be found within a year. A proposed connection with the GER at Cheshunt was not allowed and the fares to Walthamstow were not to exceed those of the GER. The perhaps somewhat surprised promoters found their line authorised.

Alas, despite extensions of time generously granted by further Acts in 1906, 1907, 1908 and 1909, the capital could not be raised. At this time the City was more interested in the very high interest rates obtainable from overseas investments than in a somewhat dubious 3% from a home railway. A bill in 1910 asked for an even further extension of time and provided for the Metropolitan Railway to work the line in return for a proportion of gross receipts. This was thrown out - the scheme had had a good run - and thrown out with a sting. The Select Committee of the House of Lords exercised a rarely used power and ordered the promoters to pay the whole costs of the principal opponents, the GER, who pleaded that they had been "unreasonably and vexatiously" put to expense in opposing the scheme.

So the GER, which in a sense had started it all, ended with the last laugh.

## The Great Eastern Tube

As a tailpiece to the north east London story, it should be recorded that the Great Eastern had a rather nebulous tube scheme of its own, primarily fashioned as a weapon to fight the others. It never came to Parliament, nor was it submitted to the shareholders, but it was bandied about by the company's representatives at the 1901 Windsor Committee hearings to show that the main line company were quite capable of building their own tube if one were really needed, a tube which, according to the GER, would prevent any other from crossing beneath their line! It was not taken altogether seriously by the Committee, and Lord Windsor tabbed it "problematical".

This mysterious line was to begin at Goodmayes, somewhat south of the main line, and then run towards London, parallel but south of the GER. At Stratford it swerved to run directly below the main line as far as Liverpool Street, where it was to turn in a loop 54 feet below the terminus. Then it ran back under the main line to Stratford where it diverged northwards under the existing line as far as Temple Mills. Finally it swung away to serve Leytonstone and Walthamstow, to terminate at Chapel End, Walthamstow. With four tube tunnels of their own so vaguely proposed under their main line out to Stratford, the GER felt they might be insured against any undermining, but Lord Windsor and his colleagues were not impressed.

### NEWS FLASHES

- NF 594 The first happening of 1967 worthy of note was a fire at Brondesbury Park, North London Line, at about 01.00 on 1-1-1967. At least three tenders were in attendance, but further details are not available.
- NF 595 District Line train 13, normally an R6 formation, was seen to be running in Q8 form on 5-1-1967.
- NF 596 The first signs to refer to the Victoria Line have been seen at Monument; these were noted in place on 3-1-1967, but were probably put up during the previous weekend. The part referring to the new line has paper pasted over it, of course.
- NF 597 At least 120 A60 cars had been overhauled by early January 1967.
- NF 598 On Monday 12-12-1966 a new direction sign to Ruislip Manor station was erected opposite the north end of Windmill Hill.
- NF 599 From 9-1-1967 passengers going down to platform level at Trafalgar Square will have to use the fixed stairs for about



nine months. One of the escalators or another will be out of use for renovations during this time, and whichever one is in use during the repair period will run in an upward direction.

NF 600 Alf Jenkins, who has just retired from LT where he was a senior executive assistant, was presented with two miniature ticket machines by his colleagues as a farewell gift. Mr Jenkins commenced work on the system at the age of 14 as an assistant in the ticket sorting office at Earl's Court.

NF 601 Islip Street Junction Signal Box, BR, LMR, was very badly damaged when an empty stock train jack-knifed on derailing and crashed into the 07.48 ex Radlett on 23-12-1966; as a result of the crash 21 passengers were injured, one seriously. The release of passengers took fireman and rail workers over an hour. The signalman on duty, Mr Alfred Cook, was at the other end of the box at the time of the crash, and was not injured; he remained on duty with the box perched precariously on the top of the invading coaches for three hours. The accident occurred at about 08.09, and is of particular interest to TLURS members, as they visited the signal box in April 1966 (it being the BR box controlling the connection from the City Widened Lines known as the St Pancras Branch).

NF 602 Rickmansworth (Church Street) BR Goods Depot closed with effect from 2-1-1967.

NF 603 British European Airways have proposed the construction of a heliport on a platform 324ft x 150ft to be erected over the Thames by Temple station (District and Circle Lines). The port would provide a helicopter service from central London to the airports at Heathrow, Gatwick, Stansted and possibly Southend. This should considerably increase the usage of Temple station.

NF 604 Brent North Signal Box, BR, LMR, now has no junction to control, since the connection to the sidings has been removed. It still breaks the section between Neasden South and Harrow South Junction. Our reporter raises the query as to whether this box (Brent North) is a Metropolitan Railway box dating to before 1890 - does anyone know?

NF 605 District and Circle trains were delayed about 15 minutes on 23-12-1966 when a train had to be taken out of service due to a door fault.

NF 606 A passenger was killed when he fell under a District Line train at Plaistow on 14-1-1967.

NF 607 Bakerloo Line train 86 was noted to be of six cars on the 7-11-1966. Car numbers 11107-70558-10107-31011-70528-10053.

NF 608 LT have discontinued the renewal of the warning transfers reading "Keep clear of the doors, do not alight from moving train" on all overhauls since about January 1966.



NF 609 Cyril Craig, Booking Clerk at South Ealing was shot, in the shoulder as he was about to close the booking office there at 00.15 on 17-12-1966. The motive for the shooting was not clear, as the gunman fled without attempting to take any money.

NF 610 Line diagrams, identical in form to those used in LT cars, are being adopted on the New York subway system - the first having made their appearance about the summer of 1965.

NF 611 LT published a new poster in December 1966 to advertise London art exhibitions; original in design, it is in the form of an Underground Diagrammatic Map - but with stations named after modern art movements, such as Op Art, Pop Art, Tachism, Hard-Edge, and Constructivism.

NF 612 Bernard Donaghue and George Jones, both lecturers in politics at the London School of Economics, have been appointed by the literary legatees of the late Lord Morrison of Lambeth (Lady Morrison and Mr D.N.Chester, Warden of Nuffield College, Oxford), to write his biography. This should prove of much interest and value to Underground students, bearing in mind the important part Morrison played in the formation of the London Passenger Transport Board in 1933.

NF 613 Extensions were opened to two Underground station car parks on Monday 12-12-1966. At Woodside Park (Northern Line) part of the goods yard has been converted to hold 150 cars, but one of the existing parks in the forecourt has been closed to improve vehicle access on the east side of the station - leaving parking space for 170 altogether; vacant land on the east side of the line at Arnos Grove (Piccadilly Line) has been converted to take 154 cars, making the available space including the existing park sufficient for 342 cars. Both these car parks will be converted to automatic control at a later date.

#### SOCIETY SAGA 161-180

This record of Society Events, being divided strictly into twenty items at a time, left certain members walking across London at the end of the last instalment. This was because event 160, a last trip on the Great Central, ended at about 05.30 in the morning of Sunday 4th September 1966. It had previously been decided, to avoid the necessity of spending two nights out of bed, to follow this trip with an unusual workings event which can only be done early mornings - hence the hike from Marylebone to Barons Court ready to assemble at 06.50. The Piccadilly Line provided the service patronised on this occasion; the party proceeding from Barons Court to

West Kensington, returning from there to Acton Town - and so covering two infrequent aspects of Piccadilly working; West Kensington is not normally served by the Pic, and the early train caught on this occasion runs on the District tracks stopping at Ravenscourt Park, Stamford Brook, Turnham Green and Chiswick Park - all of which are normally only served by District trains.

The next weekend, on Saturday 10th September, a party visited Stewarts Lane Depot, British Rail Southern Region, where a very pleasant morning was spent seeing the tube stock conversions for Isle of Wight service, the new Bournemouth electric stock and other interesting items. On Thursday 15th September another party visited Lots Road Generating Station; this station is in the middle of conversion and modernisation, and a very comprehensive tour provided sufficient to see to make the time pass very quickly. The next evening, our member Alan Cruikshank gave us a talk (illustrated with many photographs and drawings) on "Metropolitan Steam Locomotives" at Keen House, and on Saturday 8th October a visit was made to Baker Street Cabin. At least, that was all it was intended to be, but with the very generous co-operation of the Stationmaster it became a conducted tour of the station as well and members were privileged to see the site of the deep level platform built beneath the Met main line platforms many years ago - a fascinating insight to the history we read.

On Friday 14th October at Hammersmith Town Hall, Alan A. Jackson gave the first President's Address to the Society on the subject of "Some Forgotten Tube Schemes"; this was an evening of absorbing interest, but as the Address is now being printed in serial form in this Journal, further details are unnecessary. From Thursday to Saturday 20/22-10-1966 the Society broke new ground by taking a stand at the Model Railway and Engineering Exhibition of the Surrey Hills Model Railway Club held in the Dorking Halls. The stand included a mock-up of a tube cab with controls and attracted much interest - thanks to the hard work of our Exhibition Organiser, Peter Holman. The next Saturday, 29th October, a Sale of Relics was held in the Library at Keen House and was a resounding success - both for the Society and the members.

On Wednesday, 9th November, Alan Cruikshank gave another talk entitled "The Metropolitan Railway", this time to the Wimbledon Model Railway Club at the Methodist Church Hall in Worple Road Wimbledon; our members were invited to this talk,

but unfortunately, due to a typing error in the letter of invitation, the date was published incorrectly in The Timetable, but a few members managed to get to the meeting at very short notice. On Friday 11th November our usual monthly meeting took place at Hammersmith Town Hall, when the speaker was A.R.Cotton, Breakdown Engineer, Hammersmith, LT, who gave the absorbing talk, extremely well illustrated by slides, on "The London Transport Railway Breakdown Service"; this was followed the next morning by a visit to the new works for the new Tower Hill station; a great deal of trouble had been taken by the Engineer to give us the most informative possible morning, and a tour of the site was prefaced by a long and detailed account of the work being carried out fully illustrated with maps and plans. From Tower Hill the party and others proceeded to Ealing Broadway, where it was the last day in use for the District Ticket Hall - all bookings from the next day being carried out from the new Western Region office next door.

During the afternoon of Sunday 20th November an Informal Meeting and Tea was held in Leeds at the invitation of our member David Higgins and his mother. This meeting was held at David's home, 72 Street Lane, Roundhay, and had previously been notified to all those members it was thought would be interested in attending; it is hoped in future to hold meetings once or twice a year in the north and midlands, to cater for the interests of our members in those areas, and future events will be shown in The Timetable. On Saturday 26th November, the Society accepted an invitation from the EM Gauge Society and attended a Get-together and Film Show for Railway and Railway Modelling Societies which was held at the Abbey Community Centre, Westminster; an enjoyable time was had by all, and we are grateful to the EM members for extending their hospitality to us. On the evening of Tuesday 29th November, The Channel Tunnel Association held a joint Reception and Address in conjunction with The Incorporated Association of Architects and Surveyors and The Institute of Traffic Administration to which we were invited; unfortunately the original invitation had been to a meeting in Hammersmith Town Hall, and the revised arrangements were notified to us too late for the correct venue to appear in this Journal; consequently, only a very few members were able to avail themselves of the invitation - which was a pity, for the Reception was a pleasant affair with good food - the subsequent address being given by C.W.Glover, a Past President of the Incorporated Association of Architects and Surveyors and a Vice-President of The Channel Tunnel Association, his subject being "Non-stop Transport- A New Concept".

On 3-12-1966 a Visit to Greenwich Power Station was followed by a stand at the Norbury Exhibition, while the evening of Thursday 8th December was an important occasion, for then was held the first of the regular monthly Library Evenings, which take place at the home of our Librarian Norman Fuller - 62, Devonshire Road, Ealing; a very good number of members attended, and all were suitably impressed by the new look of the Library - the contents of which have much increased recently - and the excellent order in which it is being kept by Norman and the Assistant Librarian, Eddie Shaw. These evenings promise to be very popular - not only for making use of the Library, facilities, but also as the opportunity for a monthly natter.

The monthly meeting at Hammersmith on the 9th December took the form of a Slide Show - the slides (both black-and-white and colour) being brought along by the members from their own collections; this type of meeting is always popular, and this one was no exception.

The last event of this group was also the first of 1967, and the first arranged under the "stop-press or later" plan outlined in the notices last month. Information reached the Society after the January Journal had been despatched that Platform 1 at South Kensington (i.e. the eastbound Circle/District platform) was being taken out of use in the early hours of Sunday 8th January, when the line was to be realigned to run through Platform 2 thereafter. Therefore, a Party was arranged to meet at 23.45 Saturday 7th at Earl's Court to ride one or more of the last trains through South Ken on the old alignment. Being so early in the year, few members had by then subscribed to the new service, but they were all notified of the arrangements - thus proving the usefulness of the additional facility; attendance on this occasion was not helped by the lateness of the hour, nor by the weather, but the fact that it is now possible to arrange such trips at short notice will be of great benefit to members in the future.

LETTER TO THE EDITOR

7th January 1967

Dear Sir,

Re: Underground in writer's armoury: I have just finished reading a Four Square paperback called "Baron's Court, All Change", first published in hard back in 1961, paperback edition in 1965. The cover carries a very good representation of the Station exterior, and on the back, a fair bullseye in red and

blue with the station name across it. In it, the author writes: "So to get to London which isn't so great but a b---sight better, you have to board a tube train which goes on a twenty minute journey above ground till you come to a station called Baron's Court. Just as you leave Baron's Court station the train goes underground, and this never failed to give me a little thrill..." The reason for the title appears to be that between Baron's Court and Earl's Court is a boundary between the suburbs and London 'proper', a theory which seems very feasible to anyone who knows the area well!

Yours faithfully,

62 Devonshire Road,  
Ealing, W.5.

Norman Fuller

WITHDRAWAL OF PARCELS TRAFFIC FROM THE METROPOLITAN  
IN 1934  
C.H. Gooch.

When the London Passenger Transport Board was formed in 1933, it decided to hive off all possible parcels and freight traffic from its lines that could be shed.

An old circular of 1934 has recently come into the hands of the writer which gives details of the transferring of Parcels, Perishables, and Miscellaneous traffic to and from stations on the Metropolitan, Met & GC and Met & LNE lines to the main line companies.

The date of the handover was 1st July 1934, and as from that date parcels traffic, etc ceased to be handled at certain Met stations, and be conveyed on Met trains on all lines except the Watford, Chesham and Brill branches - which either had every few or no LNER trains running on them. The Metropolitan Railway's parcels delivery services also ceased from the beginning of July and all traffic was transferred to the main line companies. If traffic to the affected Met stations was labelled "to be called for" the main line company delivered to the Met station, where it was put in the cloakroom, or left luggage room, until collection, whereupon the consignee had to pay the left luggage rate before getting his parcel.

Alternative facilities offered by the main line companies were as follows. All Circle Line stations on the Met side, i.e. from Cannon Street to South Kensington via Kings Cross, plus St John's Wood Road, Marlborough Road, Swiss Cottage, Old Street, Canonbury and Essex Road, Whitechapel, St Mary's Whitechapel,

Shoreditch, Shadwell, and Wapping, were up to that date, and continued to be, served only by the main line companies. The new stations involved were:-

<u>Metropolitan Station</u>	<u>Main Line Station</u>	<u>Substituted</u>
Finchley Road	Finchley Road	LMS
West Hampstead	West End Lane	LMS
Kilburn & Brondesbury	Brondesbury	LMS
Willesden Green & Cricklewood	Willesden Junction	LMS
Dollis Hill & Gladstone Park		
Neasden		
Wembley Park		
Kingsbury	Wembley Hill	LNE
Canons Park	Hendon	LMS
Stanmore	Edgware	LNE
Preston Road	Stanmore	LMS
Northwick Park	Harrow-on-the-Hill	M&GC
West Harrow		
Rayners Lane		
Eastcote	Pinner	M&GC
Ruislip Manor	Harrow-on-the-Hill	M&GC
Ruislip	Ruislip & Ickenham	GW&GC
Ickenham		
Hillingdon		
Uxbridge	Hayes	GW
Highbury	Uxbridge	GW
Drayton Park	Uxbridge	GW
Finsbury Park	Finsbury Park	LNE
Rotherhithe		
Surrey Docks		
	New Cross	S

All the remaining extension line Met stations continued to handle parcels traffic, and a few have continued to do so right to the present time, although the number was considerably reduced from the beginning of February 1965 (See Underground, April 1965, p.51).

From the above it can be seen that the withdrawal of facilities on the British railway system is by no means a 'Beeching Era' phenomenon - it has, in fact, been going on almost from the opening of the first railway!

## SOCIETY NOTICES

CORRECTIONS AND ADDITIONS

List of Officers In the list of Assistant Officers circulated with the 1966 Index last month, the name of S.P. Bissell should have appeared as Assistant Historian as well as Assistant Editor. Books by Charles E. Lee. The reference on p.13 of last month's Underground to Mr Lee's book on the Central Line is incorrect, for "Central" please read "Hampstead". The book on the Central was, of course, by Haram and Wilson - and was not published by LT in any case! Editorial apologies to all concerned.

LIBRARY LIST

Eddie Shaw, our Assistant Librarian, would like to know if there is a demand among members for a new Library List, for which a small charge would be made. If you are interested, please send a postcard to Eddie at 66 Argyle Road, West Ealing, London, W.13.

CHANGE OF ADDRESS Please note that the address given above for E. Shaw is a new one; please amend your copy of List of Officers accordingly. All correspondence regarding the Library should still be sent to Eddie, but at the new address.

PHOTOGRAPHIC COMPETITION

This will be judged shortly, and it is hoped to announce the winners in the March issue. Also, the Society intend to hold an exhibition of the entries within the next two or three months.

ANNUAL GENERAL MEETING

The AGM for 1967 will be held on the 18th March as announced last month. 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 at 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. Members seeking to nominate anyone for Committee service other than the above should obtain his consent to serve before submitting the nomination.

SPECIAL ADVICE SERVICE TO MEMBERS

Members are reminded of the special service now being provided, at a cost of 5/- per year, to notify them of any last-minute arrangements - See p.16 (January issue) for full details.



## THE TIMETABLE

Thursday 9th February Visit to the Aldwych Branch, Piccadilly Line. This Party is fully booked; those who have sent their names to the Secretary assemble at the Surrey Street entrance to Aldwych station by 19.00

Friday 10th February Usual monthly meeting at Hammersmith Town Hall, commencing 19.00 for 19.15; at the time of going to press, the programme had not been finalised, but come along anyway.

Thursday 16th February Library Evening at 62 Devonshire Road, Ealing, commencing at 19.00

Saturday 18th March Annual General Meeting; see Notices above.

Saturday 8th April Visit to the Keighley and Worth Valley Railway; This will be a full day trip, by coach, departing from Baker Street at 08.00 and arriving back at 22.45 approximately, with refreshment stops in each direction. The return fare is 28/6d, with a reduced fare of 24/- for TLURS Associated Members only. Cheques and Postal Orders should be made payable to The London Underground Railway Society and crossed. Please enclose a stamped addressed envelope, foolscap size, for the itinerary, which will be sent out about a week before the trip. Should you require acknowledgement of booking, please enclose a second s.a.e. This trip should be really enjoyable, with the opportunity of seeing the ex-Met steam stock coaches hauled by a Gresley N2 0-6-2T of the type which used to run on the City Widened Lines; many other locos and rolling stock items will be on view. and should anyone wish to bring a wife or girlfriend who is not interested in railways it would be possible to drop them at Haworth for a visit to the Bronte Museum. Finally, if you would prefer to join the coach at Harrow, please say so at the time you apply - and book early as the trip is being advertised in the railway press, and it will be first-come, first-served. Applications to TLURS, 63 Barrow Point Avenue, Pinner, Middx.

Saturday 15th April Visit to Rickmansworth Signal Box and the Chesham Branch. This will be an afternoon visit, and names are to be sent to the Secretary, Norman Fuller, 62 Devonshire Road, W.5.

ADVANCE NOTICE

The following LT visits have been confirmed, in addition to those above: details will follow in due course, but the dates are published now so that really keen types can adjust their summer holidays to suit!

Saturday 12th August - Lillie Bridge (Rolling Stock)

Saturday 16th September - Morden Depot.

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