

THE PRESIDENCY 1967/68

The Society is honoured to be able to announce that Mr H.V. Borley, who is at present Vice-President, has accepted an invitation from the Committee to serve as the Society's President for 1967/68.

Equally pleasing is the news that Mr Desmond F. Croome has agreed to step into Mr Borley's place as Vice-President for the new year.

Both these gentlemen will take up office at the Annual General Meeting on the 18th of this month, and further information will be given in the next issue of this Journal regarding both of them. In the meantime, the Society is grateful to them both for giving their services.

NEW LONDON MOTORWAY PLAN

The Greater London Council announced details of their new north London motorway plan on the 10th February. While this is not of prime interest to our members, there are two points which are of some interest.

This is a long-term plan to relieve the present streets of the congestion they suffer at present; it is expected to cost £250m, and should all be built during the 1970's. The area covered is from Ealing and Hammersmith, through Willesden, Camden and Islington to Hackney and Tower Hamlets - quite a considerable portion of inner London north of the Thames, and forming the northern part of the London Motorway Box announced in 1965.

A considerable part of the new roads will run on railway land or alongside existing rail routes - for example, through Cricklewood and Camden it will run across the railway yards, between Caledonian Road and Dalston it will be in a cutting running beside the North London line, and in the Belsize Park

district it will also be beside the railway - in a cutting which, it is suggested might be covered over and the top used for housing.

That is the North Cross Route; the West Cross Route is planned to run alongside the West London line, between it and Scrubs Lane - so here also railway environment will be much changed if these things come to pass - or should one say underpass?

Another point of interest is that it is proposed to incorporate in the new system a series of transport interchanges. These will have bus days where the express buses running on the motorways can exchange passengers with the other inner London transport systems, including the Underground and limited-stop buses proposed for the central area (i.e. Red Arrow services), as well as the normal bus routes. So once again provision is being made for the Underground to serve the road user; one cannot help wondering if the money being spent on the new motorways would not be better spent on a really ambitious expansion of the Underground, good enough to persuade motorists to leave their cars in the garage when contemplating a journey to London.

CLOSURE OF TOWER HILL STATION

G.P.Jasieniecki

Tower Hill station on the District and Circle Lines was closed to traffic shortly after midnight on Sunday morning, 5 February 1967. The station, in Byward Street, was opened on 6 October 1884 as Mark Lane, although the entrance was then in Muscovy Place. It was renamed Tower Hill on 1 September 1946. It was opened as a joint District and Metropolitan through station by the East and West Metropolitan Junction Railway Company, on the completion of the Inner Circle, replacing the temporary Metropolitan terminus a few chains to the east, which had been opened two years earlier on 25 September 1882, and known as Tower of London, or as The Tower. This temporary station was finally closed on and from 13 October 1884, thus becoming the second shortest-lived station on the Underground system, being beaten only by Aylesbury, Brook Street.

Work at the new Tower Hill station is not complete yet; the present westbound line will eventually become a bay road

to be used by some of the trains at present terminating at Mansion House.

Preparation for the closure started early on the Saturday; some non-essential booking office equipment was transferred to the new station, and the wiring to the train indicator disconnected. A member of the platform staff announced the destination of each train through a megaphone. During the day most of the posters, with the exception of the special ones announcing the opening of the new station, were pasted over with black paper. The station nameboards were similarly treated during the early evening. When this happened the stationman with the megaphone also announced that he was at Tower Hill before informing passengers where the train was going. At about 22.00 activity died down and the platforms took on a tomb-like atmosphere; but, 150 yards away, on the new station, activity more than proportionally increased. London Transport having long ago got rid of its various inherited freight services, normal passenger trains were commandeered as required during the day to deliver sundry items of station equipment to the new station, such items as nameboards, notices, cables, etc. These were usually carried in the front driving cab, the train stopping about halfway along the platform to off-load.

A party of TLURS members assembled at Aldgate East prior to paying their last respects by travelling on one or other of the last trains. These members were subscribers to the Emergency Information Service, news of the closure having been received too late for inclusion of a notice in the February issue of the Journal. Some stayed right to the end, which came at about twenty minutes past midnight when the stationmaster closed the gates for the last time. There was little actual ceremony - the occasion was witnessed by several dozen LT staff and one or two enthusiasts. Shortly afterwards a van with LT police arrived to escort the transfer of the rest of the booking office equipment to the new station. Then the lights were extinguished for the last time and the site handed over to the contractors for complete possession. The westbound platform is to disappear to make room for a crossover and trap siding in connection with the new layout. This work is expected to be completed towards the end of the year. As a final point of interest, with reference to last year's realignment at Barbican, and now resiting of a station, can revision of certain fares be expected?

LAST TRAINS TOWER HILL 4 FEBRUARY 1967

The following are the last trains to serve the old Tower Hill station before its permanent closure on the night of 4/5 February 1967.

Outer Rail

	<u>25(R6)</u>	<u>166(C1e)</u>	<u>17(R6)</u>	<u>67(OP6)</u>	<u>72(OP6)</u>
Whitechapel	23.36	-	23.46	23.56	00.04 $\frac{1}{2}$
Aldgate East	23.38	-	23.48	23.58	00.06 $\frac{1}{2}$
Aldgate	-	23.46	-	-	-
Tower Hill	23.40 $\frac{1}{2}$	23.48	23.50 $\frac{1}{2}$	00.00 $\frac{1}{2}$	00.09
Mansion House	23.44 $\frac{1}{2}$	23.51 $\frac{1}{2}$	23.59 $\frac{1}{2}$	00.04 $\frac{1}{2}$	00.15
S.Kensington	23.57 $\frac{1}{2}$	00.05	00.07 $\frac{1}{2}$	00.17 $\frac{1}{2}$	00.28
	to	to	to	to	to
	Wimbledon	Edgware	Ealing	Richmond	Ealing
	arr 00.17	Road	Bdy	arr 00.39	Bdy
			arr 00.29		arr 00.50

Inner Rail

	<u>24(R6)</u>	<u>173(C1e)</u>	<u>26(R6)</u>	<u>175(C1e)</u>	<u>30(R6)</u>	<u>13(R6)</u>	<u>11(R6)</u>
S.Ken	23.33 $\frac{1}{2}$	23.35 $\frac{1}{2}$	23.44	23.45 $\frac{1}{2}$	23.54	00.06	00.18
Man Hse	23.46 $\frac{1}{2}$	23.49 $\frac{1}{2}$	23.57	23.59 $\frac{1}{2}$	00.07	00.19	(00.40 $\frac{1}{2}$)
Tower H.	23.50	23.53	00.00 $\frac{1}{2}$	00.02 $\frac{1}{2}$	00.10 $\frac{1}{2}$	00.22 $\frac{1}{2}$	
Aldgate	-	23.55	-	00.05	-	-	
Aldgate							
E	23.53	-	00.03 $\frac{1}{2}$	-	00.13	00.25	(00.46)
W'chapel	23.55 $\frac{1}{2}$	-	00.05 $\frac{1}{2}$	-	00.15 $\frac{1}{2}$	00.27 $\frac{1}{2}$	(00.48)
	to		to		to	to	to
	Barking		Uptr		Uptr	Uptr	Uptr
			arr		arr	arr	arr
			00.44		00.54	01.06	01.27

*Train 11 runs in normal passenger service to Charing Cross, then continues as a staff train to Upminster.

Just for the record The Society Chairman was one of the last two passengers to board the last train in passenger service from Tower Hill (eastbound train 13 at 00.22 $\frac{1}{2}$, 5-2-1967). This, he feels rather nostalgically, was his due, as at one time he used the station twice a day as a commuter - but that was about thirty years ago when the District provided First Class accommodation and LTB was LPTB!

END OF OLD MET COACH BODY AT AYLESBURY

John Reed

The old Met coach-body behind Aylesbury engine-shed is no more. After finding most of it dismantled and burnt during the week ending 28 January 1967, I managed to obtain a stay of execution long enough for me to give the remains a thorough examination.

Careful applications of paint-stripper revealed several interesting items; most important, it confirmed Ken Benest's belief that the body was from No. 212, built not later than 1884 (see Underground, Volume 1, No 6, p.2). The number was revealed on a garnish rail in figures one inch high. They had strokes of equal thickness, were gilt, unedged but with black shading to the right and below. They were apparently identical to the figures still to be seen on steam stock, through repeated revarnishing, until the adoption of plain tan finish about 1951.

On the planking below was the class figure 3, of the more fancy style with two large "knobs". About 7" high, they were in unedged cream (not gilt or imitation gold) again with black shading. The biggest surprise was the finding of a further class figure on the bedraggled exterior. Six inches high, it was of the same style as the inside figure, but gilt and shaded to the left and below. The horizontal parts of the shading were dark Prussian blue, merging quickly on curves into light blue-grey on vertical strokes. Each colour had a very fine black outline. The whole had a black shadow to the right and below.

The coach number must have been removed from the outside panels before the body was painted in station colours many years ago. However, on stripping to the bare wood, a ghost number could still be discerned where the teak had darkened in various degrees beneath the transfer. The figures, about 4" high, were of equally-thick strokes, but appear to have been double-shaded like the class figure, and one may guess that the colours were similar.

The paint on the lower panels was too decayed to determine whether any heraldic device had been present, and I was too late to discover whether the guard's end of the coach had been painted red. Two window-straps

were London Transport (!) and the strap-button on a garnish-rail was GWR (again!). Despite the external shabbiness the body looked good for another 80-plus years; in fact I understand that at one time recently it was hoped to remove it to the nearby BR sports field and have it restored as a pavilion.

I am very grateful to the station staff and contractors who made it possible for me to glean the above information.

THE TRANSPORT TRUST

The Transport Trust is a non-profit-making organisation established for the purpose of promoting the permanent preservation for the benefit of the nation of -

1. Transport items of historical or technical interest; and
2. Books, drawings, films and photographs of all forms of transport by road, rail, water and air.

Intended to carry out a somewhat similar function for the preservation of these transport items as the National Trust does for places of natural or architectural beauty, the Trust was constituted at a meeting of donors in October 1965.

While much excellent work is undertaken by various preservation societies, the necessary financial backing is drawn from a relatively small number of enthusiasts, most of whom have restricted monetary resources. One of the aims of the Trust is to enable worthwhile projects of individual societies to come to fruition when otherwise they might well be denied success through lack of funds. It must be emphasised at this point that the Trust does not seek to compete with other societies, but to draw together all those who are concerned with preserving Britain's rich heritage of transport.

The Trust eventually intends to seek Government aid in the form of a grant, and when the approach is made for this financial support it must be able to show that it has backing throughout the whole field of Transport preservation.

The transport scene in this country is rapidly changing at the present time, and if anything worthwhile is to be

achieved it is important that as many different interested bodies and individuals be informed of the Trust's existence in order that it may succeed.

Both the personal membership, and the affiliated membership for organisations can be obtained for a subscription of £1 per annum. Further details and membership application forms can be obtained from the Secretary, Mr J.T. Webb, 80 Basingbourne Road, Fleet, Aldershot, Hampshire. TLURS is already an affiliated member of the Trust, and the Society Chairman, Peter Davis, is a member of the Council.

LETTERS TO THE EDITOR

30th January 1967

Dear Peter Davis,

It might interest you to know that as a result of suggestions made by this Association, London Transport is at present carrying out two schemes at Harrow-on-the-Hill Station, viz:

- (1) Extension of the Car Parking facilities by removing a large earth mound at the back of the station.
- (2) Installation of an additional crossover to remove delays which often occur to the Aldgate-Uxbridge fast trains. The additional crossover will permit the trains to use Platform Road No 3 and then enter the underpass.

One of the reasons why L.T. agreed to build this new crossover was that very shortly work is due to start on repairing the underpass, which will necessitate closing the Harrow North Junction Loop (which runs off the No 1 Road around to West Harrow station where it joins the westbound road).

If any person living in the Harrow area is interested in taking an active role in the Association's activities, may I suggest that they contact me.

Yours sincerely,

47 Pinner Road,
Northwood Hills,
Northwood,
Middlesex.

A. Wood
Honorary Secretary
The Harrow Public Transport Users Association

1 February 1967

Dear Sir,

Mr. Fuller's letter, published in the January issue of the Journal, reminded me of another fiction book in which the London Underground plays a part. The book is called "The Crucified City", by Peter van Greenaway, published in 1962 by New Authors Limited, a subsidiary of the Hutchinson group.

Briefly, the story is that of a group of seven people after a nuclear attack on Great Britain in the year 1970 (!), as seen through the eyes of one of them. He is travelling by Piccadilly Line between Barons Court and Hyde Park Corner on the day before Good Friday, when the bomb drops on Colchester. Naturally, London is seriously affected, the area as far west as the West End is almost completely destroyed but beyond there some buildings survive though most are gutted by fire, etc.

The principal character fights his way out of the tube, which is beginning to flood, and after a bit of an argument with a Civil Defence Warden, makes his way to the Albert Memorial where he finds the rest of the group waiting. They all make their way slowly westwards through the rubble towards Hammersmith, along the Kensington Road and Kensington High Street, pausing on the way as one by one they are overcome by radiation sickness. The journey takes several days until eventually only one survivor (not the main character) remains, in the vicinity of Olympia.

The book is extremely accurate in its description of the area. Naturally, most proper names of places are disguised, but nevertheless, it is not difficult to recognise such places as Albert Hall, the Milestone Hotel, Barker's, St Mary Abbotts (the Parish Church of Kensington), Ponting's, Woolworths (this bit is no longer correct, as Woolworths have since moved several hundred yards east), Our Lady of Victories (RC) Church (not very complimentarily described) near Earls Court Road, the Midland Bank and the Odean Cinema opposite Holland Park, Holland House, Addison Road, Charles House and several others. For this reason the book should make interesting reading to anyone who knows the area. The description of the Piccadilly Line is also reasonably accurate,

bearing in mind that the book was written before the subways and traffic scheme at Hyde Park Corner were completed. If anyone is interested, the book is available on loan through the Society Library (after the Librarian has read it!)

Yours faithfully,

West Brompton,
Kensington.

G.P.Jasieniecki

1/2/67

Dear Mr. Davis,

May I, as I have in the past, take the liberty of drawing to your attention the fact that the next three issues of the Electric Railway Society Journal will contain a three-part technical essay by Mr B.J.Prigmore on speed-time curves, with particular reference to the L.T.B. 1938 tube stock. The three issues will be published on March 1st, May 1st and July 1st, and can be obtained on publication at 4/- post free for the three from A.E.Clark, 29 Philip Avenue, Rush Green, Romford, Essex.

Trusting you may consider this worthy of your members' attention.

Yours sincerely,

68 Tolcarne Avenue,
Pinner, Middlesex.

J.A.Rosser
(Hon. Editor, ERSJ)

3 Feb 1967

Dear Sir,

Ref NF 604 Brent North Junction S.B. The physical junction was removed about 12/65. According to records in Divisional Civil Engineer's office BR (LNWR) Watford, the signal box was most likely constructed at the time of the GC extension to London, as the GC lines were constructed on the west side of the now LT lines. The amount of traffic using Neasden Goods Yard (BR) has been pruned recently. Marylebone Parcels Concentration Depot will close on 6/3/67 when parcels transfer back to Euston on that date.

LTB Welding Plant returned ex Eastleigh to Willesden Green about 11/66. A News Flash some time ago gave the transfer to BR (SR) to assist in Bournemouth electrification.

Page 30 Vol 6 No 2 I presume you mean Finchley Road and Froggnal where you state "Finchley Road LMS".*

Yours faithfully,

Watford,
Herts.

H.E.Pryer

* Yes - Editor!

UNDERGROUND FLEET LIST

J.L.W. & MeT

Metropolitan Railway

Part 5

With the forthcoming opening of the St Johns Wood line, five new locomotives were delivered in 1868, but these proved too powerful, and therefore uneconomical, and the line was successfully operated later with the 'A' Class locomotives, when a surplus of the latter was created by the Metropolitan District Railway's assumption, in 1871, of the responsibility for working their own services.

St Johns Wood Locomotives

Cylinders:	20" x 24"	Designed:	R.H. Burnett
Boiler Pressure:	130lb p.s.i.	Built:	Worcester
Weight:			Engine Co.
Driving Wheel Diameter:	4'0"	Date Built:	1868
Water Capacity:		Delivered:	1868
Tractive Effort:			
Wheel Arrangement:	0-6-0T		

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
34	35	Sold to Taff Vale Railway
35	36	- do -
36	37	Sold to Sirhowy Railway, 1873
37	38	Sold to Taff Vale Railway
38	39	- do -

34, 35, 37, 38 were sold in 1873 and 1875, and numbered 90, 91, 99, 100 by Taff Vale, No 100 being renumbered 276 in 1899.

A further batch of A Class locos appeared in 1869/70, as recorded in Underground Fleet List, Part 4.

Class A

Date Built: 1869
 Delivered: No 39 1869
 Nos 40-44 1870

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
39	863	Sold to R.Fraser & Co., 1906
40	864	Sold to R.Fraser & Co., 1906
41	865	To L.P.T.B. Not renumbered, scrapped 4/1936
42	866	Sold to R.Fraser & Co., 1925
43	867	Sold to R.Fraser & Co., 1913
44	868	Sold to R.Fraser & Co., 1925 Resold to Pelaw Main Colliery, 1926.

In 1870 the final batch of A Class locos appeared. These had minor variations, and were probably the stepping stone to the B Class.

Class A

Cylinders: 17" x 24" Built: Beyer Peacock
 Boiler Pressure 120lbs p.s.i.
 later 130lbs p.s.i.
 Weight: 46t 15cwt Designed: J. Fowler
 Driving Wheel 5' 9"
 Diameter later 5' 10" Date Built: 1870
 Water Capacity: 1140 galls Delivered: 1870
 Tractive Effort: 10,000lb
 Wheel Arrangement: 4-4-OT

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
45	893	Sold to R.Fraser & Co., 1906
46	894	Sold to A.Elvin, 1928
47	895	Sold to R.Fraser & Co., 1906
48	896	To L.P.T.B. Not renumbered, scrapped 10/1936
49	897	To L.P.T.B. Not renumbered, scrapped 4/1936

With further extensions due to open, a new class (B) of locomotives was introduced in 1879. These were modified A Class engines.

Class B

Cylinders:	17" x 24"	Built:	Beyer Peacock
Boiler Pressure:	130lbs p.s.i.		
Weight:	46t 15cwt	Designed:	J. Fowler
Driving Wheel			
Diameter:	5'10"	Date Built:	1879
Water Capacity:	1140 galls		
Tractive Effort:	11,110lbs		
Wheel Arrangement:	4-4-0T		

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
34	1878	To Nidd Valley Light Railway, 1905, as No 2, "Milner" Resold to North Wales Granite Co., 1914, renamed "Conway".
35	1879	Sold to R. Fraser & Co., 1906
36	1880	Sold to R. Fraser & Co., 1906
37	1881	To West Somerset Mineral Rly., 1907
38	1882	Sold to R. Fraser & Co., 1907

NEWS FLASHES

NF 614 Twelve more Metropolitan Line A Stock trains are to be fitted with de-icing equipment.

NF 615 A man walking along the track home from Plaistow to West Ham was struck by an Eastern Region train at 23.55 on Saturday 21-1-1967. The impact threw him under the last District Line train over that section (the 23.26 Upminster-Ealing; this train completed its journey 70 minutes late.

NF 616 On Saturday 4-2-1967, the train describers at the old Tower Hill station were switched off at 19.55 and dismantled between 20.00 and 20.30, the eastbound indicator being dealt with first. See article on p. 34 of this issue.

NF 617 The train describers on the northbound Hampstead line platform at Tottenham Court Road was switched off at 22.30, 28-1-1967 as it was giving incorrect destinations and not "moving its trains up" correctly.

NF 618 A man fell on the line at Chalk Farm station as a result of a scuffle on the platform on 25-1-1967. It is understood that a charge against another man is to be made.

NF 619 An automatic train announcer is being installed experimentally by LT at Finchley Road, Metropolitan Line. The appropriate announcements are being taped by Anna Garland, a member of LT's commercial advertising staff who has had experience on the stage as an amateur.

NF 620 A burst hydrant in Praed Street flooded Paddington ticket hall to the depth of an inch on 3-2-1967, but the train services were unaffected.

NF 621 LT are meeting opposition for the second time in trying to obtain permission for the erection of two 170ft lighting towers in Ealing Common Depot. The proposal was rejected four years ago by the old Middlesex County Council, and has now been submitted to the new Council of the London Borough of Ealing, but the plan does not appear to be very popular at present.

NF 622 All motorman's cabs are to be draught-proofed at a cost of £10 each, using aluminium-mounted nylon bristles.

NF 623 A broken rail caused the closure of the Waterloo and City Line during the morning rush-hour on 29-11-1966, passengers being diverted via the LT lines. The break was near Bank station, and was repaired before evening.

NF 624 Experiments seem to be in hand on the Piccadilly Line in connection with train marking. First noted on 18-11-1966 was a car with Underground on the side panels instead of the usual London Transport; the car was 1103, and the wording was stuck on in a fablon-like material in day-glo red, with the numbers in the same material. The overhaul date was 10/65, so the lettering must have been done as a special job. This is the first time in about 30 years that Underground has appeared on rolling stock. On the same day, a car was seen with a bullseye on the side, but no further details are available at present.

NF 625 Also on 18-11-1966, the Piccadilly Line had two sets on loan from the Central, to replace two of its own sets out of service because of flats.

NF 626 On 18-11-1966, but on the District Line this time, train 20 was being worked by a Q8 formation, instead of its normal R6.

NF 627 Installation of the first of the new escalators at Oxford Circus commenced on 2-1-1967 by Otis.

NF 628 3-car unit in service on the Bakerloo was 16-1-1967 was noted as 10079-012517-31015. 01257 is a 1938 Metro-Cammell car, with paint-date 9/66.

NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Society for the year 1967 will be held in Room 15, Caxton Hall, Caxton Street, Westminster, London, S.W.1 on Saturday 18th March 1967 at 14.00 for 14.30, for the following purposes:

- To have Read the Notice of Meeting and Auditor's Report.
- To Receive the Report of the Committee for the Year 1966
- To Receive the Accounts for the Year 1966
- To Confirm the Election of H.V.Borley as the President of the Society
- To Confirm the Election of Desmond F.Croome as the Vice-President of the Society
- To Elect three Members to the Committee
- To Elect Auditors
- To Consider and, if thought fit, Approve, the following Amendment to the Rules of the Society, by Passing the Resolution below:

That a new Rule be Inserted in the Rules of the Society between the present Rules 4 and 5, to read -

4A. PAST PRESIDENTS. All those persons who serve in the office of President of the Society shall, upon relinquishing that office, assume and retain permanently the office of a Past President.

To Conduct Any Other Business.

By Order of the Committee

N.E.W.Fuller

Secretary

62 Devonshire Road,
Ealing, London, W.5.
22nd February 1967

The London Underground
Railway Society

OTHER SOCIETY NOTICES

Report and Accounts To continue the economies which were necessary last year, and are still desirable, the Committee has decided not to circulate the Report and Accounts for 1966. These will, of course, be available at the Annual General Meeting as required by the Rules.

Admission to the AGM Members are reminded that only those holding current Membership Cards are eligible to attend the Annual General Meeting, and they should bring these cards with them to gain admission.

Special Notice regarding Membership Cards It has been brought to the notice of the Committee that certain members of the Society have been using their membership cards for purposes for which these cards are not intended. Cards are provided to enable a member to satisfy an officer of the Society that he is eligible to be present at Society meetings and for no other purpose - they are not to be used to obtain personal advantage for the member outside the Society. All members are asked to note this carefully.

Edgware Line Centenary The centenary of the branch of the Great Northern Railway from Finsbury Park to Edgware falls later this year, and to mark the occasion an Exhibition is being planned jointly by The Edgware Railway Society and the London Borough of Barnet. Photographs, maps, plans and other relics are required for this exhibition, and the help of our members has been requested in this connection. Offers of material for display should be sent to our Curator of Historical Relics, C.H. Gooch, Fairmead, Northway, Pinner, Middlesex as soon as possible - but the exhibits are not needed yet.

Reprinting of the President's Address 1966 This will be completed next month - there was not sufficient space available in the present issue.

Museum of British Transport Open Day The next Open Day at the Clapham Museum will be Sunday 16th April; most of the usual features of these occasions will be repeated - including access to vehicles, a passenger-carrying miniature steam train, film shows and an Any Questions panel, but at the time of going to press there was no news of a relics sale. The Open Day will commence at 10.00 and continue to 17.30, with admission charges of 5/- for adults and 2/6d for children.

THE TIMETABLE

19.00 for 19.15 Friday 10th March

Illustrated Talk on "District Line Rolling Stock" by the Society expert on the subject, Norman Fuller. Norman gave a very interesting talk on this subject some time ago; this one will be a revised and updated version which no-one ought to miss. At Hammersmith Town Hall.

19.00 Thursday 16th March Library Evening at 62 Devonshire Road, Ealing, London, W.5.

14.00 for 14.30 Saturday 18th March Annual General Meeting at Caxton Hall. See official Notice of Meeting on p.46.

Saturday 1st April Tour from Waterloo by Southern Region ex-LT Tube Stock. This is a tour arranged by the Railway Correspondence and Travel Society jointly with TLURS and other Societies. Full details are not yet available, but those interested should write to the Secretary at 62 Devonshire Road, Waling, London, W.5, at once, enclosing a stamped addressed foolscap envelope.

08.00 Saturday 8th April Coach Tour to the Keighley and Worth Valley Railway, starting from Baker Street, with a pickup point at Harrow for those who live in that area. This should be most enjoyable day, giving several hours at the Keighley line, and arriving back in London at about 22.45. Various plans are being made by the Keighley Preservation Society to give our members an enjoyable day, and those of our members who live in the north of England will be able to join the Party at Keighley - time of arrival will be published next month. Only a few places are left, so if you want to see the old Met steam stock (two coaches are in primrose and blue livery now, but the third remains in LT brown), book now. Tickets are 28/- each, with a reduced price for TLURS Associates of 24/-. Applications should be accompanied by a stamped addressed envelope for the itinerary, and if you want to be picked up at Harrow, please say so on your application. No acknowledgement of bookings received will be sent unless a second s.a.e. is enclosed with your remittance.

Friday 14th April 19.00 for 19.15 Exhibition, Slide Show and Judge's Commentary on the 1966 Photographic Competition Entries. We are fortunate to have obtained the services of Mr. M.F.Higson of Roundhouse Books as our judge, and he will announce the names of the winners at this meeting.

Saturday 15th April **PARTY FULL** Visit to Rickmansworth Signal Box and Chesham Branch; names at once to Secretary at address above.

Lithoed by The Celtic Bureau, 93-94 Chancery Lane, London, W.C.2.