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1966 REPORT

"London Transport in 1966", the Annual Report of the London Transport Board has now been published by Her Majesty's Stationery Office, price 7/6d.

This Report follows the usual pattern for the past few years, both in form and content. The first, and perhaps most important section deals with Transport Policy in London, and gives a fairly detailed outline of the present situation in traffic planning in the LT area. While giving all the details about the Transport Co-ordinating Council for London, there are also various indications of the Board's own views on the problems involved, and of the recommendations it has put forward to alleviate the situation. The proposed reorganisation of the bus services, to operate in conjunction with the Underground largely, is given due prominence, as are the intended tube extensions and new lines.

The Parliamentary section of the Report notes that the LT Act, 1966, which received the Royal Assent on 9th August, conferred powers of the Board for the extension of the Victoria Line from Victoria to Brixton via Vauxhall and Stockwell; a footbridge extension and footpath diversion at Northumberland Park in connection with the Victoria Line depot; and extension of time of various powers expiring at the end of 1966. The private bill promoted by the Board in the 1966-67 session will, if it is passed, provide for the extension of the Piccadilly Line from Hounslow West to Heathrow via Hatton Cross; a reversing siding near Hounslow East station; and further extensions of time on other projects.

The Report is illustrated, and of the eight pictures, six are devoted to Underground subjects ranging from the Northumberland Park depot to the automatic rising step barrier at Rayners Lane station car park exit.

BOOK REVIEW

Howard Clayton; *The Atmospheric Railways*; 142 pp., stiff bound, plus plates; illustrated; Lichfield, 1966; published by the Author; price 21/-.

This is an excellent book, profusely illustrated, with a great deal more to interest the Underground enthusiast than might be expected at first sight.

The full story is given of the Samuda and Clegg experiments on the West London Line, of the London and Croydon Railway, the South Devon Railway, and others - from the beginning to the end of the age of atmospheric railways.

Also included are various proposals, most of which did not come to anything; among them are the Pneumatic Despatch Company's line, which was built and was the first tube railway in London (albeit for freight only); another line of great interest was the proposed Hyde Park and Bank Underground Railway - definitely a forerunner of the tubes that were later built, but this one was proposed in 1846 and detailed plans prepared.

The book is fully illustrated, printed on art paper by photolithography from typewritten originals - and is a much better production than might be expected from the method used. Altogether a valuable addition to an Underground library, and obtainable from 34 Wissage Road, Lichfield.

LETTERS TO THE EDITOR

10th May 1967

Dear Sir,

NEWS FLASH 646

Your observer cannot have seen car Nos. 10137-70540-11137 on the Northern Line on 20th March, 1967, what he may have seen was ex Bakerloo Line cars 10107-11107.

One additional 7-car train was required on the Northern Line because of the introduction of 1938 tube stock on the Northern City Line service. Surplus rolling stock exists on the Piccadilly Line but all the 7-car trains on this line contain a 'D' uncoupling non-driving motor car and none of this type are operated on the Northern Line.

The three car, 10013-012159-31032, was, therefore, transferred

to the Bakerloo Line where the trailer was reformed with 10107-70558-11107 to provide a three-car 10107-012159-11107 for operation on the Northern Line (leaving 10013-70558-31032 operating on the Bakerloo Line), this, together with 4-car 10012-012495-12027-11012, made up the extra 7-car train for the Northern Line service.

The changing of the trailer car was necessary in order to avoid operating one odd converted trailer car in the Northern Line fleet. This transfer took place in the first week in February.

Yours faithfully,

J.G. Bruce

Acton Works
Bollo Lane,
Acton,
London, W.3.

Mechanical Engineer
(Running - Railways)
London Transport

9 May 1967

Dear Sir,

Perhaps you would be interested to hear (if you have not already heard) that the 1962 tube stock unit 1750-2750-1751 now appears to be running permanently on the Piccadilly Line as a three-car unit (minus 9751), as it has been fitted with the internal line diagrams for this line. It is very likely that the reason for this is to assist with the overhaul of the 1959 stock. I travel on this line nearly every day and the 1959 stock is in very bad condition internally.

Also, one 1938 stock train (I have no numbers, unfortunately) has had the pilot lights on the guard's control panels in the motor car in the middle of the train covered over; could block formation of the remaining 1938 stock on this line be imminent?

Yours truly,

33 Warwick Road,
Wanstead,
London, E.11.

John L.Knight

14th February 1967

Dear Mr. Davis,

Cromwell Curve - Outer Rail

I happened to see the letters on the above topic from Mr Norris and Mr Borley in the December "Underground" and the article by "Technicus" in October which gave rise to them.

There was in fact one regular passenger working over the Cromwell Curve Outer Rail each week, this being by the District Line train which worked on the Outer Rail Circle service on Sundays. In the October 1946 working timetable this train started from South Kensington (District Line Platform) at 7.56 a.m. having been stabled overnight in the sidings on the down side of the District Line east of South Ken. station. It thus had to use the Cromwell Curve to reach High Street and take up its day's working on the Inner Circle proper.

On the face of it therefore the indicators on the westbound District Line platforms at South Kensington and Gloucester Road included the title "INNER CIRCLE" purely to provide for this one weekly working!

However, I should think "Technicus" can remain pretty confident that he is one of only several score who ever went over this stretch of track by train; I don't suppose that many people present themselves for Circle trains that early on Sundays at South Kensington and Gloucester Road, and if they were casual passengers they probably failed to get across to the District platform in time to catch the train!

Incidentally, it was not the first train of the day - there were earlier Met. Circle trains at 7.26, 7.36 and 7.46 which all used the erstwhile Met. bay platform at South Kensington - now a flower bed!

Yours sincerely,

Reginald Whittome

31 Suffolk Road,
North Harrow,
Middlesex.

Note - Apologies for the delay in publishing the above letter -
Editor.

A METADYNE IN 7MM

by

R.W. Inkster

of

The Manchester Model Railway Society

Why a Metadyne?

We who guide the destinies of the O-Gauge Exhibition Track are constantly being urged to add more scenery to the layout. Well, it's not that we have anything against scenery, as such - we do plant the odd tree here and there when pressed, and if anyone presents us with a building or other 'lineside effect' we are only too pleased to find a place for it. But we do feel that, as far as our track is concerned, our public come to see trains moving, not plastic pigs, painted loofah and dyed lint, especially when, as so often happens, such by-products of modelling are accompanied by a technically mediocre standard of running.

It is much the same with the rolling stock and prime movers. There are many pre-grouping engines I would like to have a try at building. A Midland Class 2, a 'Bulldog' perhaps, or an 'Arthur.' There's unlimited choice. But to the majority of the public a Jones Goods is pretty much the same as an Adams tank, and we try to select or build models that are either well-known or 'flashy' - or both. There's still plenty of choice.

In addition to a genuine desire to build an L.P.T.B. train, it was felt that a shiny red train roaming about the newer part of the track would have a certain amount of appeal and originality up here. I toyed with the idea of a genuine Piccadilly (tube stock) train, but there are difficulties in getting my stock type of motor bogie in this. I'll try again sometime, but for the time being have settled on surface line stock. The Metadyne was the ultimate choice; perhaps the acquisition of suitable drawings from T & H's helped the decision.

The Bodywork

I like to be able to take windows out to clean them; it also helps when painting! The laminated, or sandwich, method is probably the best for this, with the windows lifting out through

cantrail level. The first step was to get some .016" three-ply from Hobbies, Ltd. As there was to be plenty of cutting out to do I ground down part of a nail file to make a suitably tough and sharp blade to fit in a Mercury holder. This is shown in Figure 1. The blade is quite rigid, having none of the sideways whip to be found in most ready-made blades. At the same time it will take an edge like a razor.

Figure 2 shows how a body side is built up inwards and outwards from a full length common component, giving "staggered sandwiches" to give the recessed sliding doors. Between the plywood parts are the fillings, made from Kodak card originally supplied by Gordon Gray, and described in the 'Link' some time ago. This in itself is three-ply, being very fine card with aluminium foil in the middle for dimensional stability; it forms the actual recess into which the "glass" drops. The drawing is slightly wrong in that the two inner sets of components are actually added after the sides have been assembled and erected on the floor, and are consequently less in depth by the thickness of the floor. This avoids the necessity for recessing the floor sides. Sorry about the drawing; it was done in a hurry!

The individual sides were assembled with Aerolite glue, the wood - equivalent of Araldite, the glue being put on the plywood face and the formica acid hardener on the Kodak card, but just prior to this the tumblehome was applied. This, fortunately is an angle between two straights, just below window level, and not a curve which would necessitate making a former to cause the side to take the correct profile. The method of ensuring that the sides set with the requisite angle is shown in Figure 3. The loose packings under the bulldog clip jaws ensure a more even distribution of the pressure from these useful aids to modelling.

When set, the completed sides were glued with Croid, and pinned, to the floors, which are Hobbies' $\frac{1}{8}$ - inch mahogany, and later the sliding door components were added. Bulldog clips were again applied whilst setting.

The true motor coach had to have a bulkhead fitted behind the motor compartment (which really shouldn't be there). This was $\frac{3}{16}$ - inch plywood (some Rolls Royce firewood which I acquired)

The coach ends are made from the same material as the floor, two thicknesses to accommodate the bow ends and rounded corners. These were deliberately made too high at this stage, and glued in place with Croid. When set, a thin aluminium skin was fixed over these with Araldite, plenty of it. These aluminium ends had correctly - sized window and other openings cut in them, whilst the matching openings in the wood were slightly larger, for ease in eventually fitting the windows, etc. I couldn't manage removable ones here! I cut the openings for the windows with a crude punch I made some years ago for an M S J & A coach in card; it managed all the aluminium ends, just, and is now showing signs of strain. These Araldited ends were held in place whilst curing by means of a lot of rubber bands passed round them, from wire hooks on convenient window openings. The curing was done gently, about two feet from a gas fire, in an effort to avoid distorting the sides.

A problem which had caused me much thought was how to reproduce the distinctive flared skirt of this stock. In the event it was done very simply. Hobbies provided some triangular-section wood of the right size, and I made a simple jig to sand the hypotenuse suitably concave, with glass paper round a bit of dowel of the right size. See figure 4. Despite getting the top corner to a feather edge, there was still a noticeable join when glued to the sides, but Holt's Cataloy polyester resin rubbed in with a finger cured this, and, indeed, improved the whole thing, giving a delightfully smooth finish. The flares, incidentally, are put on in five pieces, corresponding to the top and bottom 'P' sections in Figure 2, as they 'recess' with the doors.

I now put the whole assembly gently but firmly, and well padded, in the vice, and attacked the ends with a sanding disc as shown in Figure 5. For the correct roof contour (the ends are still too high, remember) I made a template to sit on the floor inside the ends, marked the roof contour, and sanded down to this. Then, going very gently, but bravely, I achieved the rounded end with considerably less effort, and more accurately than I've ever managed this sort of job before. Thanks here to Messrs. Black & Decker, and my wife's perspicacity in giving me one of their products for a Christmas present last year! Mark you, don't try a job of this nature with a power drill until you've really got the 'feel' of it! One slip and these sanding discs could cut your

Schematic plan. Dotted = Kodak Card & window slots.

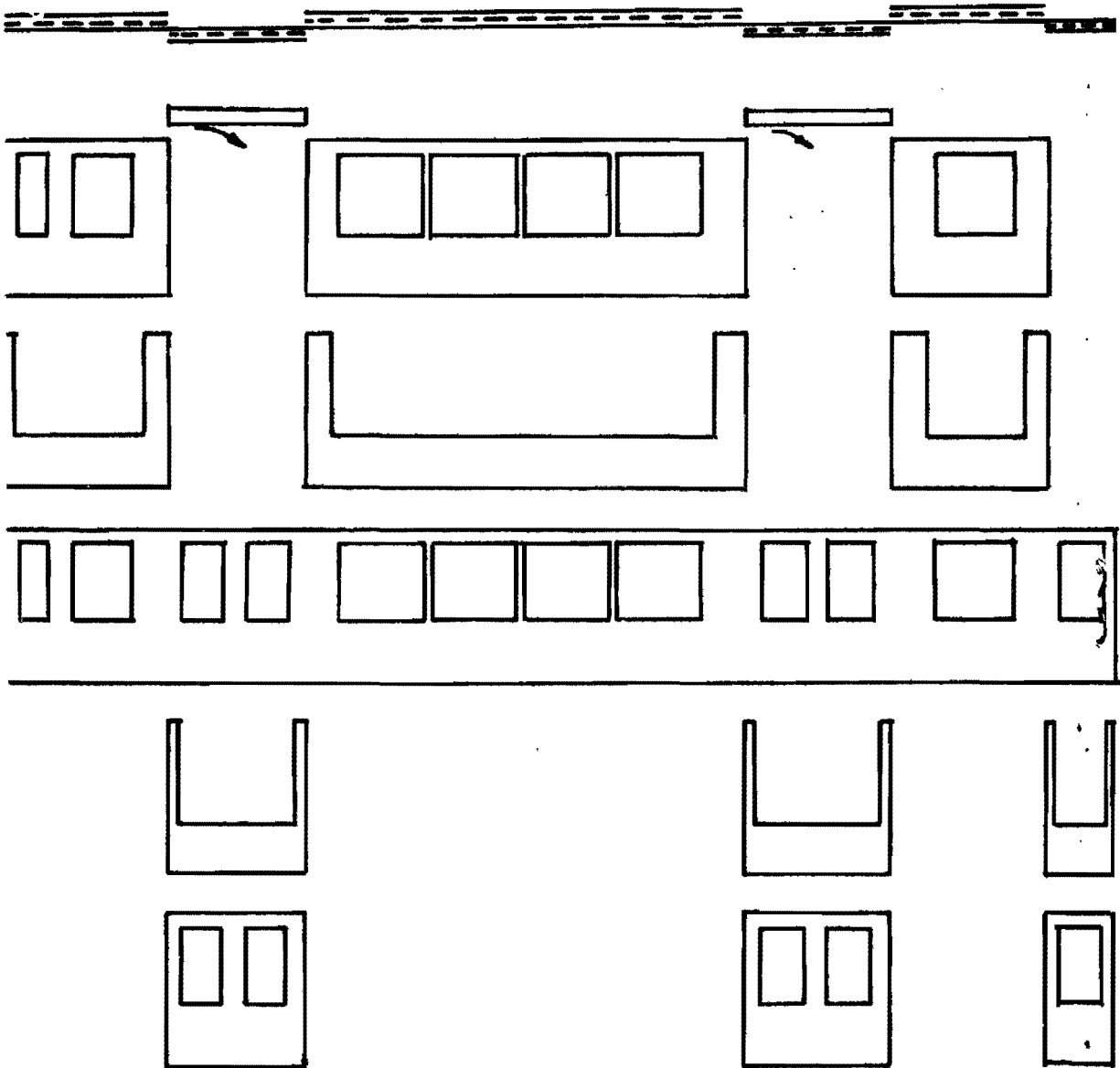


FIG. 2. BODY SIDE, top-bottom = outside-inside.

P = Plywood. K = Kodak Card.

(About $\frac{1}{2}$ size)



FIG. 1. KNIFE

FIG. 3

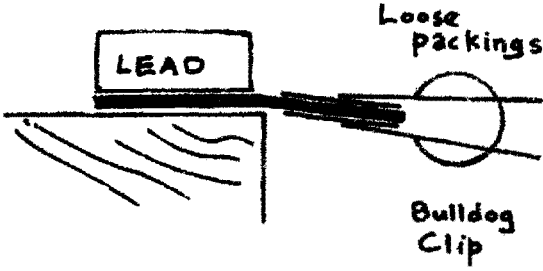
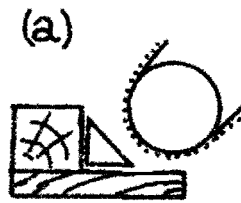


FIG. 4



(b)

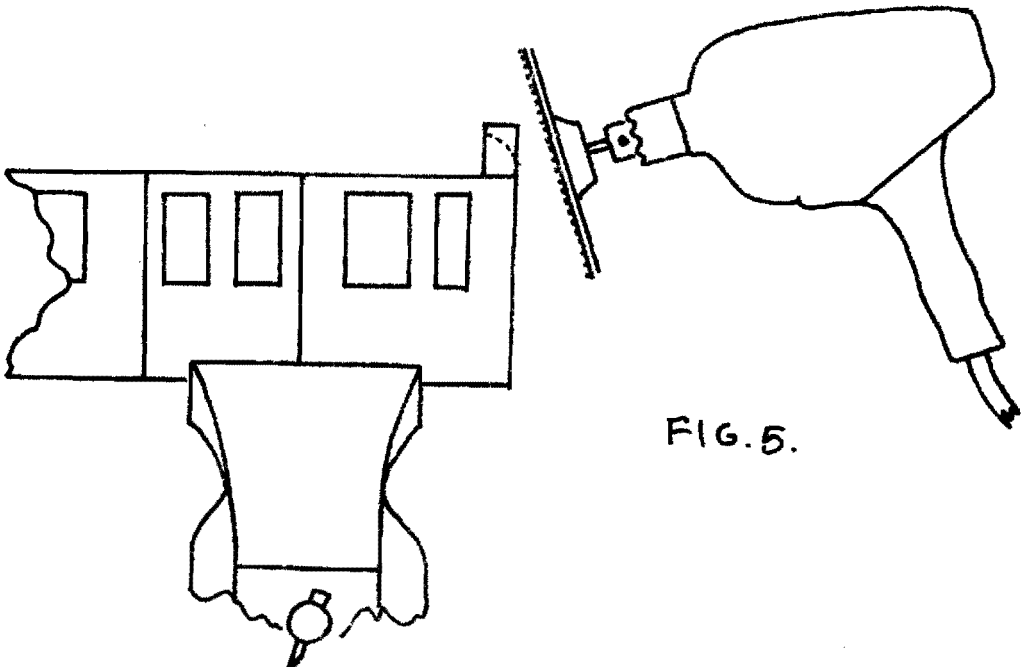
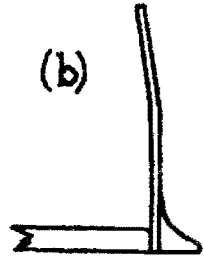


FIG. 5.

model in halves, or else fling it across the room, or something!

The interior follows more or less conventional lines. Seats were made up in long lengths and cut to size. The wood - and - glass draught partitions are plywood and celluloid. The celluloid, or whatever it really is, for these windows are cut from a large sheet presented to me by Jim Smith. Just the right thickness. A few scale posters decorate the inside panels, and the model boasts Formica panels made of ... thin Formica. You can't go wrong by using the right stuff.

When the outside was nice and smooth, I gave it several coats of Belco Primer Surfacer (Cellulose), intending to use Valspar Red on top of that. The grey primer was well rubbed down with wet - and - dry (used dry!) between coats. Quite by chance I found a tin of Belco Mandarin Red which I had bought some time ago for some other job; a streak of the paint down the side of the tin convinced me that this was just about the right L.P.T.B. colour - possibly a fraction of a shade light, but with the right geraniummy look. So, greatly daring, the flying in the face of Nature and Ross Pochin, I decided to have a bash with this cellulose. The results exceeded my wildest hopes. Three coats, gently rubbed down until the top one have given a smooth, bright finish, quite free from blemishes and, of course, with the durability peculiar to cellulose. This is noticeable when handling the model - there is no uneasy feeling of damaging the paintwork.

Next I hope to describe the 'metalwork' part of it, including the motor bogie and the electrics.

Editor's Note

The above article, and those to be published in the next few months, on building metadyne stock, were originally published in "The Link", the Journal of the Manchester Model Railway Society, and are reprinted through the courtesy of both the Author and the Manchester Society. The above instalment first appeared in the December 1962 issue of "The Link".

THE RAILWAY SYSTEMS OF MID-BUCKS

A Chapter taken from "THE CHILTERNS & THE VALE" by G. Eland.
Longmans Green & Co. 1911

The historian of the future will have to devote a good deal of space to the railway history of any district; the story of the development of the various lines which now serve Buckinghamshire is in many respects noteworthy and typical of English railway history generally.

It has been said that George Stephenson originally designed the London and Birmingham line to follow the direction now taken by the Metropolitan-Great Central line to a large extent, and that the strong opposition of landowners prevented the adoption of this plan. However that may be, it does not appear that Parliament was asked to sanction such a scheme, and the more northerly route chosen, with which we are all familiar as the London and North-Western line, was opened as far as Bletchley in 1837. The first tributary to flow into this stream (if the "bull" may be allowed) was the line from Aylesbury to Cheddington, opened for traffic in 1839 amidst great rejoicings. There were free Journeys to Cheddington and back all day, the town was given up to holiday-making, fireworks were let off at night, and a medal was struck to commemorate the event. The promoters of this branch were local men. George Carrington of Missenden took the chair; Henry Hatton a solicitor of Aylesbury, was secretary; and Robert Stephenson was the engineer.

Some years later it was proposed to extend this branch to the south-west of Aylesbury, to Thame and Oxford. The financial panic of 1846 and the collapse of King Hudson made this scheme stillborn, as was the Claydon to Aylesbury portion of the Buckinghamshire Railway, joining the Bletchley to Oxford and Banbury to Claydon lines at Claydon, with the idea of joining it to the Cheddington-Aylesbury branch, and so giving an alternative route from Oxford, Banbury, and Buckingham to London. This Aylesbury and Thame Railway was provisionally registered in 1845. Two of the directors were Sir Harry Verney and Dr. Lee, and the capital proposed was 4000 shares of £25 each. A clause in the prospectus read, "No shares will be appropriated except to parties who can give most unexceptional references, "which was meant to exclude the unsubstantial nominees of shady speculators.

The abandoned Claydon to Aylesbury line served as the foundation of a survey made by W.M. Brydone in 1859, which did

not obtain a complete blessing at Euston, so to make use of the survey-work which had been done the promoters decided to adopt the abandoned part of Stephenson's line and connect Aylesbury with Claydon (there was no station at Claydon Junction then; it was merely the junction for Buckingham,) and therefore with Buckingham and Banbury, and Oxford and Bletchley.

The plans for this route were shown to the Duke of Buckingham, then Marquis of Chandos, who was at that time chairman of the London and North-Western Company, and intent upon improving his Wotton estate.

When the Duke saw that the line was to pass between the hills of Quainton and Pitchcott, he remarked emphatically that he did not see how it could benefit him unless it came south-west of Quainton Hill: in that case he would take the chair and subscribe £5000. The scheme was therefore amended, and involved the construction of an additional four miles in that form.

Sir Harry Verney, through some of whose land the line would pass, agreed to join the Board, and the Claydon Junction was re-named Verney Junction in his honour, (similarly the Great Central Company named the first station on their own line, after leaving Quainton Junction, Calvert, which had been Sir Harry's name before he assumed that of Verney). Sir Harry Verney was chairman of the Buckinghamshire Railway (joining Oxford and Banbury to Bletchley), and he often recalled an incident which took place when George Stephenson was his guest. They were standing on the high ground near Botolph Claydon, when "Geordie" pointed to Pitchcott gap and said, "That is the route for a line to London, and some day one will be made in that direction whoever opposes it." This prophecy was fulfilled when a pupil of his son, Charles Liddell by name, was made engineer for the Rickmansworth to Aylesbury section of the Metropolitan Railway, and for the joining together of that system with the Great Central line. But this is anticipating the story. The Aylesbury and Buckingham line was opened in 1868, after many difficulties. The amount of capital subscribed by the public was insufficient, and the contractor had to be paid in scrip. Meanwhile the Duke of Buckingham ceased to be chairman at Euston, and the London and North-Western Company was by no means ready to assist the Aylesbury and Buckingham Company; indeed the junction at Aylesbury was never effected in practice, though most of the land was acquired for that purpose, and lines were laid down in accordance with the first scheme, and exist to this day beneath Walton Street.

As the London and North-Western Company was no longer willing to afford facilities for working the Aylesbury and Buckingham line,

that company was forced to turn to the Great Western Railway, which, five years previously (1863), had opened a branch line from Princes Risborough to Aylesbury. This branch, by the way, was the first to be converted from the board to the narrow gauge, the work being carried out just after the opening of the Aylesbury and Buckingham line. Under this arrangement with the Great Western, that company provided trains at fixed mileage charge, and the Aylesbury and Buckingham Company provided the station staffs and attended to the upkeep of its own permanent way.

The unfortunate Aylesbury and Buckingham line was not finally much more successful with the Great Western than with the London and North-Western, that company now doing all it could to divert the traffic from the London and North-Western main-line and Buckingham branch, to Aylesbury and stations on their Wycombe branch, the direct and shortest route, and sending it forty miles round by Oxford. What was particularly unfair was that goods and coal rates were not allowed to apply by the Aylesbury and Buckingham route.

In 1874 the Great Western obtained power to absorb the Aylesbury and Buckingham line, - a policy which commended itself to the general manager of the day, James Grierson; but before the terms of transfer had been arranged he died and was succeeded by Henry Lambert, who was by no means so alive to the potentialities of the route, and declined to proceed with the matter.

There was one man more sensible of the value of the Aylesbury and Buckingham line; this was the chairman of three companies, the Manchester, Sheffield, and Lincolnshire, the Metropolitan, and the South-Eastern Companies, Sir Edward Watkin, who had at one time been secretary of the Buckingham Railway. He conceived the great idea of forming a physical connection between these three systems; he told Gladstone that he hoped to have the privilege of running him in through-train from Hawarden to Dover, and even the Channel Tunnel came within his far-reaching conceptions.

In pursuance of this idea (which surely argued possession of an imaginative faculty akin to genius) he gradually extended the Manchester, Sheffield, and Lincolnshire southwards, and the Metropolitan northwards; the Aylesbury and Buckingham line offered itself as a connecting link for a small portion of the way, and was taken into the Metropolitan system in July 1891. On 1st. September of the following year the portion of the Metropolitan, of its own construction, from Chalfont Road to Aylesbury, was opened, and a great step towards the realisation of Sir Edward Watkin's dreams was thus effected.

It was not, however, destined to be developed in its entirety - "Dis aliter visum" and his death snapped the thread which united the fates of the three companies; their various traffic problems became incapable of solution by the removal of the common denominator, so to speak.

By 1898 the Manchester, Sheffield, and Lincolnshire (now become the Great Central Railway) had reached Grendon Underwood, or rather Quainton Road, where it joined the old Aylesbury and Buckingham line.

It should be mentioned that Quainton Road was the terminus of the "Oxford and Aylesbury Tramroad", a line promoted by the Duke of Buckingham for the benefit of his estate. Financial difficulties prevented it ever being continued beyond Brill in the south-west. It was constructed for, and for some time worked by, horse-power. It is now owned by the Metropolitan and Great Central Joint Committee, and worked by steam locomotives as a branch line.

The Metropolitan route to London was soon found to present considerable difficulties to the Great Central. The steep gradients made it ill adapted for the running of fast traffic, which was further hindered by the necessity the Metropolitan was under to run stopping trains for the service of populous places between Aylesbury and London; and the Great Central was soon compelled to seek another access to its Marylebone terminus.

It was found by joining with the Great Western, who were intending to make a line from Acton to High Wycombe, it must be remembered, they already had a branch from Maidenhead, which continued on to Princes Risborough, and thence to Aylesbury in the north, and Thame and Oxford in the south.

The Great Central made a line from Grendon Underwood, passing near Ashendon, to Princes Risborough, and from there to Northolt ($24\frac{1}{2}$ miles) they shared a double line with the Great Western, which was increased to four tracks of rails at the stations to permit fast traffic to pass through while stopping trains were in the station. At Northolt the Great Central approached the joint line from Neasden, where they were already established, by a burrowing junction.

Subsequently the Great Western has obtained a shorter route to Birmingham, with very easy gradients, by constructing a line from Ashendon. The approach to the Great Western-Great Central joint line at this spot is effected on the uproad by a flying junction.

Many were the lines projected at different times, and carried to various stages which would have passed through Buckinghamshire. Such was the London, Bucks, and East Gloucestershire Railway, one of Charles Liddell's "fighting" projects. It was defeated; but the London and North-Western and Great Western Companies were sufficiently alarmed by the menace to their South Wales traffic to purchase the Shrewsbury and Hereford line.

The Act for the London and Aylesbury line of 1870 was granted by Parliament, but abandoned as the gradients and the curves were too many and too severe for a main line.

An Act obtained in 1862, known as Piercey's line, would have passed from Rickmansworth (L.& N.W. station) to Chesham, directly down the Chess Valley; and one cannot thank that Fate too much which decreed that although extension of time was granted, this project never came to anything.

Still another scheme was the Buckinghamshire and Northamptonshire line of 1875, which was not carried far. Several other projected routes could be mentioned which affected or threatened to affect other parts of the country of Buckinghamshire; but if the total sum spent in promoting various railways to pass through the Missenden valley and Aylesbury alone could be ascertained, it would be found sufficient to construct many miles of useful lines; while the only people who derived benefit from these projects were engineers and lawyers, who shared the oysters between them, and left promoters and opponents alike nothing but the shells, with which they might build grottos as monuments to their lack of foresight.

SOCIETY NOTICES

TIES Members are reminded that the Society Tie is now available - for delivery later in the month. This is a rich purple in basic colour - similar to the badge - and is patterned with four diagonal silver stripes at intervals to represent LT 4-rail track. The material is of good quality, and the price 12/6d post free. Orders should be sent as soon as possible (preferably on the forms enclosed with the May Journal) to the Editor at 62 Billet Lane, Hornchurch, Essex, accompanied by a remittance of 12/6d per tie.

MAGAZINE ARTICLES The supply of material for publication continues to be well in excess of the space available - but the shortage of modelling articles, notes, hints, etc is still serious. Please help if you can.

CORRESPONDENTS WANTED London Transport has passed the name of the Society to a transport enthusiast in Berlin, who has now written to our Secretary asking for our members to write to him exchanging information. He wants information on the London Underground, and in return can supply information on Berlin's Underground and Tramway systems. His name and address are as follows:- Hans-Ulrich Stockhorst, PB1, Seestr. 96, Berlin 65, Germany. Any members interested, please write direct. Hans has, incidentally, visited London, and knows something of the Underground.

THE TIMETABLE

19.00 Friday 2nd June Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 9th June at Hammersmith Town Hall; a Debate on the Motion "That this House believes that the Greater London Council should take over the Activities and Assets of the London Transport Board". Come and air your views!

10.30 Saturday 10th June Tour of Closed Stations & Entrances.

The Tour in April aroused so much interest amongst those who came that the time taken was much more than expected, and the proposed itinerary could not be completed. So some on-the-spot amendments were made to include a few extra buildings in the central area, leaving the rest of the original programme to be completed on another day. This is that other day, and there are about twenty places to be visited; arrangements are as last time - Red Rovers will be all that are needed - but the meeting place will be the LT Enquiry Office in the subway at Piccadilly Circus station.

09.45 for 10.00 Saturday 1st July Study-Ramble led by our Past President Alan Jackson from Golders Green to Edgware. Meet outside the main entrance to Golders Green station (by bus yard); there will be a break for refreshments, but a packed lunch will be quite in order.

19.00 Friday 7th July Library Evening at 62 Devonshire Road, Ealing, London, W.5.

Thursday 27th July Visit to the almost-completed Victoria Line Depot at Northumberland Park. This will be a daytime visit; names, accompanied by a stamped addressed envelope, to Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey, at once please.

Sunday 30th July Family Outing to Dymchurch - to view the old Met coach bodies there, and to visit the Romney, Hythe and Dymchurch Railway. Details next month.

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