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CHARING CROSS, EUSTON & HAMPSTEAD
Diamond Jubilee

In 1967, about a year before the opening of the new Victoria Line, the "Last Link" in the present system of Underground lines celebrates its Diamond Jubilee - and a last link it has remained, for in spite of the growth of London in the intervening period, there have been no successors yet. Extensions there have been, but no completely new lines - which is a fact reflecting very little credit on successive central and local government departments. London Transport have tried hard recently to get new lines financed, but authority has been sluggish, with the inevitable result that travel in the central area is extremely uncomfortable, and the streets are heavily overloaded with unnecessary vehicles. Perhaps the Victoria Line heralds a new spate of building - one can only hope so.

It was on the 22nd June 1907 - a Saturday - that the Charing Cross, Euston & Hampstead Railway, better known as the Hampstead Tube, was opened by David Lloyd George, the then President of the Board of Trade, and it was the official publicity of the day which described the line as the last link.

The new tube ran some six miles from Charing Cross (now named Strand) to Golders Green, with a $1\frac{3}{4}$ -mile branch from Camden Town to Highgate (now named Archway), and served 16 stations (listed in the Appendix). The present Northern Line - of which the CCE&H now forms a part - serves 50 stations on its 36 route miles from Morden to Edgware, Mill Hill East and High Barnet, and includes the world's longest railway tunnel - 17 miles 528 yards - between Morden and East Finchley via the City.

The Hampstead Tube was originally authorised in 1893 to run from Charing Cross (Strand) to Hampstead, with a branch to Euston; subsequent Acts of Parliament authorised the present route between Strand and Hampstead, and a branch from Camden Town as far as Kentish Town, but lack of finance for the project prevented the start of construction. Tunnelling was eventually started in 1903, some three years after Charles Tyson Yerkes, the American financier, and his associates took control. They also obtained powers to extend the branch to Highgate and the main line to Golders Green, then only a cross-roads in open country.

Stations on the new line were generally similar to those on the other tubes in the Underground Group, with lifts and low-level subways connecting ticket halls with the platforms below. At Tottenham Court Road station, originally called Oxford Street, the ticket hall was below the roadway, and at Strand it was under the main line station forecourt. Because of difficulties in opening up this forecourt while it was in use by main line passengers, it was originally intended to build the Underground lift shafts upwards from the tube station below and then construct the ticket hall without disturbing the road surface. However, the unfortunate collapse of the main line station roof put that station out of action for $3\frac{1}{2}$ months just as work on the tube station was about to start, so the opportunity was taken to open up the forecourt and in six weeks one of the Underground station liftshafts was excavated and the side walls of the ticket hall were completed down to a depth of 12 feet so that the steel girder roof could be put in position and the main line forecourt reinstated. At Golders Green, the station platforms were built on an embankment with the ticket hall at ground level, and at the remaining stations the usual street level ticket hall was provided.

The original trains for the new line, which were similar to those on the earlier Bakerloo and Piccadilly tubes, were built in America, assembled in Manchester and brought by rail to Camden Town, where, because the new line was completely isolated from other railways, the individual cars were transferred to horse-drawn trolleys for the final stage of the journey to the Golders Green depot.

The first development on the Hampstead Tube took place in April 1914, when the tunnel was extended in a single-track loop from the Strand terminus to a new single-platform station under

the District Charing Cross station to improve the interchange arrangements with the District Railway. Plans to extend the line northwards from Golders Green had existed even before the line was opened, but it was not until after the 1914-18 war that steps were taken to bring these to fruition. Construction work began in June 1922 and the section to Hendon Central opened on 19th November 1923. The extension to Edgware opened on 18th August 1924, but because of a builders' strike, Burnt Oak station was not completed until ten weeks later.

Work also started in 1922 on the task of linking the Hampstead Tube with the City & South London Railway. The latter - London's oldest tube line (apart from the short-lived Tower Subway) - had opened in 1890 between Stockwell and King William Street, in the City, and had been extended in stages to reach Euston in May 1907; It had also been extended southwards - to Clapham Common - in June 1900.

In 1913, the City & South London was brought under the control of the Underground Group and powers were soon obtained to build a link between the City Line at Euston and the Hampstead tube at Camden Town; the connection opened in 1924, on April 20th. Two days later, work started on the two-mile link from Charing Cross to Kennington; this was brought into use on September 13th 1926, together with the southward extension from Clapham Common to Morden. By means of the junctions at Kennington and Camden Town, trains were then able to run from Morden to Highgate or Edgware either via the City or via the West End. The combined railway was soon called the Morden-Edgware Line, but since August 1937 it has been known as the Northern Line.

Final development of the line to its present-day state came as part of London Transport's plans of the late 1930's. The first stage was a two-mile tunnel extension - opened on 3rd July 1939 - from Highgate, which had been renamed Archway (Highgate) the previous month, to East Finchley on the LNER branch line from Finsbury Park. On 14th April 1940 the newly-electrified LNER tracks northwards from East Finchley to High Barnet were brought into use for tube trains, and finally, on 18th May 1941, the single-track branch from Finchley Central to Mill Hill East was electrified for the first time. Other extensions had been planned, started, and in some cases almost completed, but were abandoned (some of them unwisely in many people's opinion) because of the Green Belt plans after the 1939-1945 war. These were to have been from Mill Hill East on to join up with the existing line at Edgware and then on to

Bushey Heath; from Finsbury Park over the LNER line to the exhibition centre at Alexandra Palace; and a connection from the last-mentioned line at Finsbury Park to the Northern City Line at Drayton Park.

Apart from having the world's longest railway tunnel, the Northern Line can claim several other Underground records: it has the deepest tunnels below ground - 221 feet below Holly Bush Hill, Hampstead - and the highest point above street level - 60 feet on Dollis Brook viaduct on the Mill Hill East branch; it has the deepest station - Hampstead, where the platforms are 192 feet below the street; Hampstead also has the deepest lift shafts on the Underground system - 181 feet; finally, the Northern also has the deepest tunnels below sea level - 70 feet just south of Waterloo station.

To celebrate the jubilee, London Transport has published one of its small histories which have been so popular lately; "Sixty Years of the Northern" is by Charles E. Lee, as have been previous books in the series - and is, in fact, a revised and expanded version of Lee's "Fifty Years of the Hampstead Tube", published by LT in 1957 and now out of print. The new version gives a brief but comprehensive history of the line with the usual readability associated with this author, and is well illustrated with a frontispiece and 12 pages of plates - many of the pictures not having appeared in the original book of 1957. The price is 2/6d. and it is obtainable from London Transport.

Appendix

Charing Cross, Euston & Hampstead Railway

Stations opened in 1907

CHARING CROSS	renamed CHARING CROSS(STRAND) 1914 STRAND 1915
LEICESTER SQUARE	
OXFORD STREET	renamed TOTTENHAM COURT ROAD 1908
TOTTENHAM COURT ROAD	renamed GOODGE STREET 1908
EUSTON ROAD	renamed WARREN STREET 1908
EUSTON	
MORNINGTON CRESCENT	
CAMDEN TOWN	
BELSIZE PARK	
HAMPSTEAD	
GOLDERS GREEN	

Highgate Branch

SOUTH KENTISH TOWN closed midday 5-6-1924 through power shortage, and never reopened.

KENTISH TOWN

TUFNELL PARK

HIGHGATE

renamed ARCHWAY (HIGHGATE) 1939

HIGHGATE (ARCHWAY) 1941

ARCHWAY 1947

In addition, the platform tunnels were built for a station between HAMPSTEAD and GOLDERS GREEN, but the lift shafts and station buildings were never constructed. The station was originally to have been called NORTH END, but it is better known as BULL & BUSH as it was to have been near the famous public house of that name.

NEWS FLASHES

NF 668 The fast line at Harrow-on-the-Hill for Uxbridge trains had been lifted by 12-7-1967, and a traxcavator was by then loading up the ballast. It is believed that LT have had trouble with the retaining wall under this line for a number of years.

NF 669 A doctor who gave consultations to drug addicts has been using a refreshment room at Baker Street station as a consulting room; as soon as this came to light, the caterers concerned brought the practice to an abrupt end.

NF 670 Patrick Jenkins, M.P. has raised the question of the lack of toilets at many LT stations with the Minister of Transport in Parliament. LT provide facilities of this type at 140 of their 228 stations.

NF 671 Re NF 662; waggons were still to be seen in Harrow Goods Yard on 6-7-1967.

NF 672 Re NF 663; Chorleywood Goods Yard has not been completely lifted - a length of track has been left extending down to the footbridge, presumably so that trains can be used to assist when the footbridge is removed.

NF 673 One or two sidings have been removed from the layout in Rickmansworth Goods Yard, and this is believed to be in connection with alterations to the nearby roads as the local council are engaged in street improvements.

NF 674 The following Bakerloo '58' trailers have been scrapped at Neasden recently: 70524 (25-5-1967); 70543 (4-6-1967); 70531 (12-6-1967 - already damaged).

NF 675 Two new escalators and an extension to the Bakerloo Line ticket hall are to be constructed at Waterloo; the four 60-year old lifts on the York Road side of the station will be removed when the new work is completed - within about three years.

NF 676 A correspondent to a London evening paper has made a complaint about people who leave their discarded chewing gum in inconvenient places - including Underground escalators. As the lady had found herself glued to her seat on a bus just before putting pen to paper, her sentiments are understandable!

NF 677 A new car park for 100 vehicles was opened by LT at Ickenham station (Metropolitan and Piccadilly Lines) on 10-7-1967. The park has been built on spare land alongside the westbound platform.

NF 678 Changes are being made to the car parking facilities at Buckhurst Hill station (Central Line). On 10-7-1967, LT reopened the park in Victoria Road which had previously been run by Chigwell Council, but had recently been closed for a complete resurfacing. At the same time, the original LT park in the old goods yard, off Queens Road, was closed for about three weeks for alterations to the entrance and exit. The Victoria Road park provides space for 57 vehicles.

NF 679 New "bullseye" station nameboards have been erected inscribed "King's Cross" on the platforms of the Widened Lines station there. The old bullseyes there were the same as those on the Metropolitan/Circle Lines platforms at the new station "King's Cross St Pancras", so the two stations now have different designations at platform level - which does save a little confusion as the Widened Lines platforms are visible from the Met/Circle tracks.

NF 680 A new footbridge is to be provided at Wembley Park to give access to Platform 6 at the London end; the old one was removed in mid-June 1967. This platform is little used except when special trains are run for events at Wembley Stadium, and there is already a bridge at the centre of the platform.

NF 681 The signals at the three junctions in the Cromwell Road area now, for reasons not yet known, carry separate prefix letters. The sequence runs E.C. = Earl's Court; E.D. = High Street Kensington; E.C. = Gloucester Road; E.F. = South Kensington.

NF 682 The roads serving Platforms 14 and 15 at Paddington, and normally used by Western Region trains, now terminate in buffer stops at the eastern end, instead of connecting with the LT roads to Platforms 13 and 16. The two truncated lines

are electrified, but in recent years have rarely been used by LT trains, apart from a few odd Sundays when track relaying has been in progress. Since no crossover has been provided at the east end, trains from this direction can no longer be conveniently reversed. The object of the operation is a bit obscure, but is probably nothing more than the latest example of LT's mania for steadily reducing the flexibility of their system.

NF 683 On at least two Sundays in mid-June 1967, all down trains used Platform 4 at Harrow-on-the-Hill, while some work was in progress above the passenger subway. Consequently, the normal cross-platform connection could not be made between Uxbridge and Amersham trains.

NF 684 Current work at Baker Street has revealed glimpses of a second bridge at the east end of the Circle Line platforms, alongside the rather congested one that gives access to Platform 6. Does anyone know if this was ever intended, or used, for passengers?

NF 685 Ref. May 1967 p.70 and previous; Brent North LMR box has now been closed, and there has been some resiting of the signals controlled from Neasden South, including the installation of a new up colour light distant not far south of Wembley Park station. See also Letters to the Editor this month.

NF 686 Motor cars 3201-3328-3346-3314-3009-3064-3062 were consigned for scrap from West Ruislip to Long Marston, via Greenford, Reading and Honeybourne (reverse) on Monday 19-6-1967.

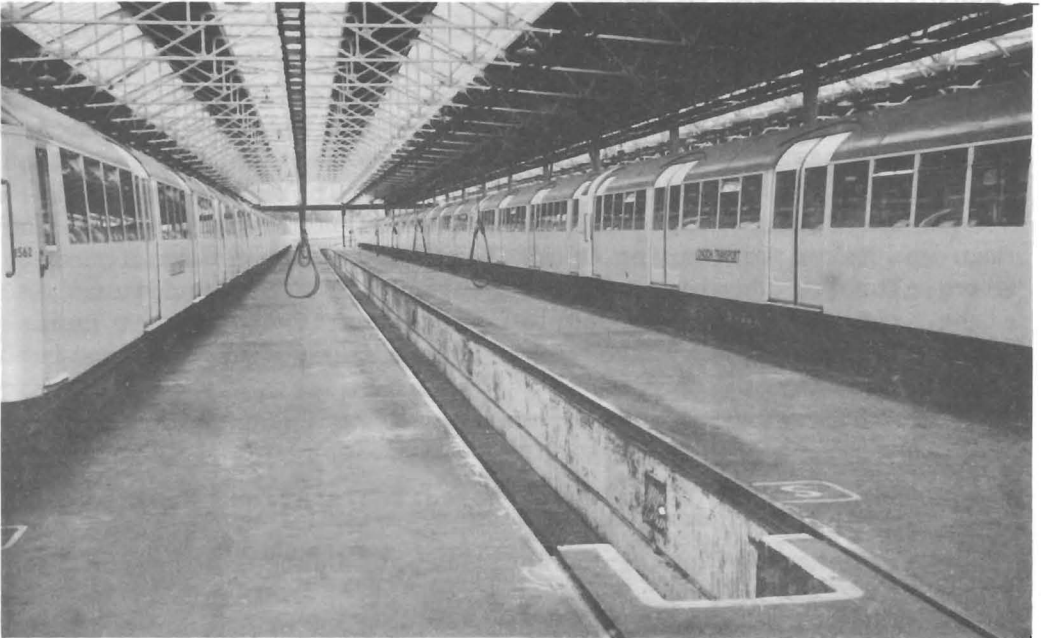
NF 687 It is reported that a 69-year old man who fell among rush-hour passengers at Trafalgar Square station lay on a seat on the station for $2\frac{1}{2}$ hours asking for help before any assistance was forthcoming - and then it was from a passenger. The man was taken to Charing Cross Hospital, where he was found to have a broken shoulder, two fractured ribs and a punctured lung. If the facts as reported are correct, there must have been an extraordinary lack of platform supervision on that particular day.

Captions to photographs on next page.

Top Street level buildings, Shoreditch station, East London Line, in 1963. P.R.Davis

Bottom General View of Hainault Depot, Central Line, on 13th June 1964. P.R.Davis

Would members like to express their opinion of pictures in the Journal - of which the two this month are examples?



A METADYNE IN 7 M.M.

R.W. Inkster

Part 2



The Second in a Series of Articles published in the Journal by kind permission of The Manchester Model Railway Society

FIG. 1

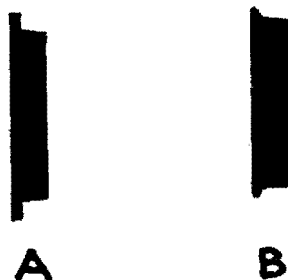


FIG. 2

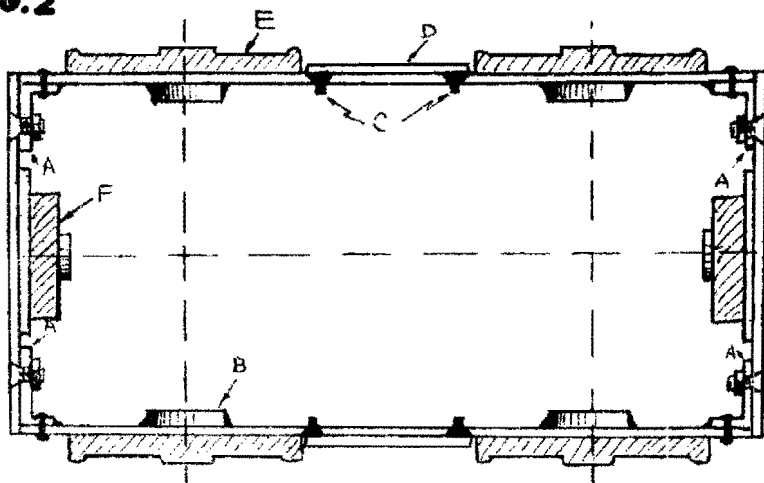
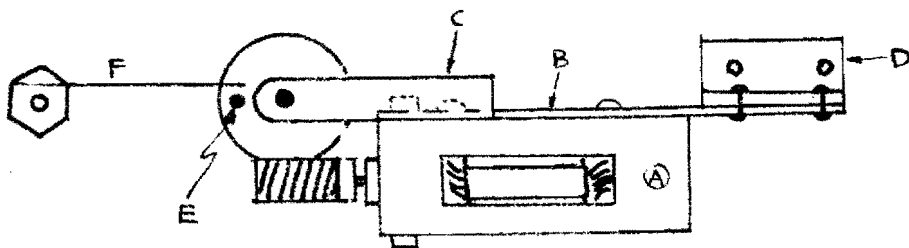


FIG. 3



To power this model I needed a motor bogie. I had hoped to be able to build one myself. I had magnet and pole pieces, and could have made the armature myself. It's not difficult and I had some pieces of Swedish iron which I had been given years ago and from which the 'stampings' could be made. Only one worm and wheel, however, were to be found.

So I went to see a friend. His scrap box unfortunately could not help but he produced a brand new L.M.C. bogie. I grabbed this whilst the going was good; the price was shocking, £3 against, I think, a pre-war 12/6d. But if the price was shocking, the bogie was even more so. It is true that the brush gear is vastly improved, but my dears, the wheels! They were cast from the brittle alloy which fractures with the slightest knock, and the profile was quite unacceptable. Figure 1(A) shows the exact profile, full size. The side frames were ordinary L.M.S. coach type, and would require to be replaced anyway. Worst of all, by no manner of persuasion could the bogie be coaxed to work because the armature was so much off centre that it rubbed hard on the pole pieces, and the worms were the wrong way round on the shaft and out-board of the worm wheels, and also too deeply in mesh.

Anyway, apart from this there didn't seem to be much wrong with it, so I commenced to rebuild. Figure 2 shows a plan view of the new bogie. The side plates were cut from brass plate conventionally, being bolted together during the finishing stages of filing and drilling. Brass angle (A) is rivetted and soldered at each end of each side. The journal bearing (B) are phosphor bronze, circular, soldered on. The four items (C) are sawn-off brass woodscrews, and possibly take a bit of explaining! Well, one other post-war improvement to this bogie is a sort of saddle, or yoke, bolted to the magnet on each side by the pole-piece screws. This has strategically-bent lugs to hold the magnet at right angles, and also carries the brush gear. On each side are two small holes which accept two spigots on each side frame, and these are all, in fact, that holds the magnet assembly in the bogie.

I had intended to bolt my side frames via these small holes, but in the event I found they were located too close to the magnet itself to get a nut on the inside. In any

case the location of the hypothetical nuts was just about impossible to get at. So I had to reproduce the spigots somehow and the sawn-off woodscrews were the result of experiment. The unscrewed portion is, of course, parallel and I found some that were a nice fit in the holes. The screws are countersunk in the side frames, and soldered, but to make sure that they really stay put, as they are rather important, I shaped two bits of hard brass and soldered one on top of each pair of countersunk screw heads. The more bits you put on a motor bogie the better it looks, and if they are doing something useful, so much the better. These brass 'keepers' are shown at (D) on Figure 2. Item (E) represents the spring and axlebox castings, which are Araldited on and don't do anything. The end transomes of the bogie are bolted 8BA to the angles on the side frames, and carry plates to which are attached the cut-down armature shaft bearings (F).

The replacement wheels are turned to my own patent profile, which is really a modified version of the original pre-war LMC motor bogie wheel. It is rather risky to use exact scale wheels on this design of bogie with the high pivotal point causing a tilting tendency under load. My Derby Diesel twin has scale wheels and has given slight derailling trouble. I have found this modified LMC profile very satisfactory in use. It is shown at (B) in Figure 1. If anyone who has seen the model wonders why it has brass wheels on one side and steel on the other, the answer is that I ran out of brass!

These wheels were the first real turning job my lathe has done since we moved house over a year ago, and I was rather disturbed when I got a lot of vicious chatter when trying to turn. I know it is a comparatively small lathe but, after all, it has done many far worse jobs than this, including 'Winston Churchill's' steel driving wheels, without any trouble. Someone threatened to report me to the Lathe Cruelty people for the latter episode! I tried all sorts of things, tightening the gibs until I could hardly move the slides, tightened the headstock bearings until the belt slipped, and so on. All to no avail; I still had the finest knurling device yet made. Then I had a bright idea, and shoved a grinding wheel in the aforementioned Black & Decker drill, and gave every tool I possess a good going over. Result, no more trouble; it cut like butter even at the top speed! Which just goes to show, try the simple and obvious first.

Also, it shows that H.S. tools don't hold their cutting edges for ever!

A mechanical and electrical inspection of the armature showed nothing wrong, rather to my relief as the Exhibition was getting close and I didn't relish rewinding at this stage. So I went ahead and assembled the whole thing except for the final bolting of the armature bearing plates, which I fastened to the end transomes with toolmaker's clamps until I had got the gears properly meshed and the armature running truly in the tunnel. Then I marked the bolt holes and drilled.

After fitting the insulated side current collectors (the live wheels are bushed at the hubs) the bogie worked satisfactorily on a short piece of test track, so I took it down to Old Trafford one Wednesday evening and tried it on the permanent O?Gauge layout. To my delight the coach had no difficulty in pushing a rake of heavy Exley coaches (couldn't pull, fancy LPTB couplings!).

Now for the gimmick. We didn't put expensive third and fourth rails on the branch just as scenery. The centre rail is for train lighting and the outside conductor for any auxiliaries which will work on 12v D.C. In this case it is an audible gimmick in the form of an air compressor simulation. In Figure 3, (A) is a Zenith (I think) EM motor, a relic of my ventures into that gauge some years ago. This is mounted on a brass strip frame (B), to which are soldered two more bits of brass to form a bracket for the worm wheel bearings. On the opposite end of the strip frame as shown at (D) is soldered and rivetted a piece of brass angle to enable the assembly to be bolted to the coach floor. The worm wheel has a small hole drilled through it near the periphery, but well clear of the teeth, in which is forced a small striker pin (E). This striker pin, once per revolution of the worm wheel, bears against a piece of clock spring which is held in a slit in a short piece of hex brass; this piece of brass is in turn bolted to the coach floor adjacent to the motor assembly. When current is supplied to the motor a very satisfactory ping-ping-ping-ping results, which, combined with the motor and gear noise gives a realistic impression of a compressor, so typical of this type of stock when at rest - when running, too, of course, but the effect is more noticeable when stationary. The current to

the conductor rail is controlled by a Post Office type switch on the edge of the baseboard which can be operated unobtrusively. Even against the background noise of the Exhibition this 'compressor' was quite audible, and it intrigued many people, both modellers and public. (Clock spring at (F)).

The centre third rail is permanently energised at 12v D.C. and is for train lighting. 12v D.C. is used on all three circuits to minimise the risk of damage through 'sneak' circuits which might be caused by using a common earth return rail for the three. The Metadyne is lit with 12-volt trafficator bulbs, and the Diesel will be fitted next. Route indicator bulbs, headlamps, etc, are 2-volt seed bulbs with a resistance in series. Judicious disposition of centre-rail collectors will determine whether the train lights go in and out over the pointwork, as with LPTB stock, or stay steady, as with the Diesel set, etc.

The two-car model spent the whole of the Exhibition shuttling to and fro over the branch, in company with other M.U.s, and fulfilled its intended role as an eyecatcher. I will be building a third coach, an ordinary trailer, but for various reasons intend to try aluminium for the bodywork.

Editor's Note The above article first appeared in 'The Link', the Journal of The Manchester Model Railway Society, issue dated February 1963.

MODELLING MATTERS

Member David Walker has put in a plea that all modellers in the Society should let the Modelling Secretary know just what they have done, are doing, and plan to do so far as models are concerned. David himself, for instance, is anxious to know is there is a demand for such things as bogie sideframes - for O, P, Q, R and tube stock for example; as he is at present building a 6-car R stock train and 4 cars of O/P stock, David's interest in bogie sideframes is easily understood.

So what about it, modellers? The Modelling Secretary is Joe Brook Smith, 34 Barnehurst Road, Barnehurst, Kent, and he will be delighted to hear from you on this, or any other modelling subject.

5-6-1967

Dear Peter,

Underground has also found its way into the hands of the brewers for I have seen two public houses of Underground connection, if only by name.

Firstly, "The Underground" (Stone's Ales) in Bowers Fold, Doncaster, Yorkshire. An obvious name for all the pub is underground and internally there are no connections. Externally the only one is the nameplate over the door entrance. This is in red, white and blue as per LT practice. The name has capital 'U' and 'D' which is pre- and suf-fixed by a bullseye, the first carrying "Stone's" and the second "Ales" on the crossbars.

Secondly, "The Metropolitan" (Ind Coope) in Windsor Street, Uxbridge, Middlesex. The sign shows a rather distorted "A60" stock train in a platform. I have not been in this one yet, so do not know if there are any further connections.

It would be interesting to know if there are any more around, particularly any which would be worth visiting from the Society's point of view.

66 Argyle Road,
West Ealing,
London, W.13.

Yours sincerely,

E. Shaw

18th June 1967

Sir,

Brent North Signal Box

This signal box, constructed by the Metropolitan Railway for Great Central lines, is now definitely closed and will be dismantled. The up line junction home and distant signals of Neasden South Box have been resited further from the junction points. The effective date was I understand Sunday 21 May 1967.

167 Cornwall Road,
RUISLIP, Middlesex.

H.V. Borley

18.6.1967

Sir,

Howard Clayton: The Atmospheric Railways

Mr Clayton would appear to be mistaken in saying that the Atmospheric Station at Carshalton was on the site of the present Carshalton Beeches station. It is generally understood it was at Wallington station.

167 Cornwall Road
RUISLIP, Middlesex.

H.V.Borley

BOOK REVIEW

A.S.Travis; Channel Tunnel, 1802-1967; Signal Transport Papers, No.2; London, 1967; Peter R.Davis; 84pp plus 41 maps and illustrations, in laminated card cover; 12/- net. Obtainable from the Society.

Although not of direct Underground interest, this book makes several useful references to the system. One, which was unknown to the reviewer, was the trial of an experimental compressed-air locomotive for the 'Chunnel' on District Railway metals. The 'Chunnel' was for some time part of Sir Edward Watkin's plan for a through carriage service from Manchester to the continent, via the G.C.R., Metropolitan Railway, and the S.E.R.; in the attempt to realise this he crossed swords with Forbes of the District and L.C.D. Railways. This well-produced book, set in a modern type-face, is an 'easy reader' for both layman and railway enthusiast, and should prove to be a handy reference work. NEWF.

CENTRAL LINE ACCIDENT

One of London Transport's rare accidents involving the public happened on Saturday 15th July, when a Central Line train hit the buffers at Ealing Broadway station. Many passengers were already standing ready to alight at the time of the impact, and a number of them were thrown to the floor; seven people were taken to hospital, but injuries were not serious in any of the cases, being mainly bruises sustained through falling, and cuts from windows where shattered under the impact. The driver was fortunate to escape injury, for the buffer came through into the cab only just missing him. To add to LT's difficulties, a District train broke down at Gloucester Road and had to be taken out of service the same afternoon.

Timetables. Our member A.G.Newman, of 139 Brighton Road, Purley, Surrey has some surplus LT timetables available; These are priced at 5d for the first one ordered and 2d for each additional one.

Available are:-

Winter 1957-58	Spring 1959	June 1960
Spring 1958	Autumn 1959*	Autumn 1960
Summer 1958*	Winter 1959/60	Winter 1961
* indicates with supplements		18 March 1964

Please order direct from Mr Newman, to whom we are grateful for the offer at so reasonable a price, and enclose stamps.

Ties. All those ordered have now been despatched, and a few are left - price 12/6d each; order from the Editor at address below.

THE TIMETABLE

Friday 4th August Library Evening at 62 Devonshire Road, Ealing, London, W.5 at 19.00. Also on Friday 1st September, 19.00.

Saturday 12th August Visit to Lillie Bridge LT Rolling Stock Depot. Names to S.E.Jones, 113 Wandle Road, Morden, Surrey at once - accompanied by sae. This party is already fairly well booked; only unsuccessful applicants will be notified. Those attending meet on the westbound platform at West Kensington by 10.00.

Sunday 13th August Joint Trip with the London Omnibus Traction Society to Portsmouth and the Isle of Wight by preserved London buses. Picking up points are

Northolt "Target"	08.20
Greenford "Bridge Hotel"	08.25
Opposite Park Royal	
Station	08.35
White City Station	08.45
Marble Arch (Bus Stop X)	09.00
Tolworth "Toby Jug"	
(at junction of A240	
and Kingston By-Pass	09.30

Applications should be sent to G.P.Jasieniecki, 6 Redcliffe Street, London, S.W.10 AT ONCE, enclosing sae.

Saturday 26th August A Day in Bucks; the Kingswood Branch, Claydon House, and an illustrated talk by Sir Harry Verney; a coach will be used from Aylesbury station, and this should be one of our most interesting events for some time. Names to A.J. Reed, 16 Nightingale Road, Southcourt, Aylesbury, Bucks., with sae please.

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