

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No. 69

Volume 6 No 9

September 1967

TICKET AUTOMATION

Hammersmith District and Piccadilly Line station, focal point of LT's automatic fare collection experiments has moved another stage forward.

A new type of season ticket, which will open the station's automatic gates giving access to the platforms, was issued for the first time in June. It is made of yellow plastic, and when issued by the booking clerk each one is encoded magnetically with the journey details and validity period. A leaflet explaining how to use the tickets to operate the gates is handed to each passenger when the ticket is purchased.

A bank of three electronic outward gates was brought into use late in June - these gates read the tickets of passengers leaving the station and will only open if the ticket is in order. Passengers having to pay excess fares are provided for by a special window in the ticket office, where they will be issued with a coded ticket which will open the exit gates.

In addition to the above, a new cash-register type of ticket machine has been installed in the ticket office at Hammersmith. This not only puts fare values on tickets, but encodes them magnetically with journey details. One of these machines issues the new plastic seasons, and a second is used for issuing ordinary tickets outside the fare values outside the range of the automatic ticket machines in the booking hall. One of the greatest advantages of this type of machine is the elimination of the necessity to keep stocks of little-used pre-printed tickets.

The Northern Line makes commemorative news for the second month running, for on the 22nd August 1967, East End, Finchley and Hendon, and Mill Hill stations - now known respectively as East Finchley, Finchley Central and Mill Hill East and all on the Northern Line - had all been on the railway map for a hundred years.

The Finsbury Park-Edgware line of the Great Northern Railway, which originally served these stations, was built after much local agitation for a quicker route to the City. In 1861, when the first proposal for a railway to serve Finchley was placed before Parliament, the bus journey from East Finchley to the Bank took over an hour and a half.

The railway proposal was for a line which would have run from Edgware via Burnt Oak to Highgate and King's Cross with stations in the Finchley area at Holders Hill (by Great North Way), Regents Park Road (by Allandale Road) and Ossulton Way (by Brim Hill). A thousand-yard tunnel at Highgate, with a gradient of 1 in 46, was required and was the main reason for the rejection of the plan.

The Edgware, Highgate and London Railway, promoters of the scheme, came to an arrangement with the Great Northern Railway under which the latter agreed to work the line when built, and in June 1862 a revised plan for a branch line from the GNR at Finsbury Park to Edgware - via Stroud Green, Crouch Hill, Highgate, East End, Finchley and Hendon and Mill Hill - received Parliamentary approval, the Act allowing five years for construction.

During the five years claims for a rail service to Barnet were also being urged. Several proposals were put forward by the GNR; by a subsidiary of the Midland Railway; and by the Edgware, Highgate and London Railway, whose plan for a branch from Church End to Barnet was chosen. The Bill authorising the construction of this line received the Royal Assent in July 1866 and the new branch was opened on 1st April 1872, with intermediate stations at Torrington Park (now Woodside Park) and Totteridge.

The Edgware, Highgate and London Railway ran into financial difficulties and in July 1867 it was taken over by the Great Northern, which was becoming interested in suburban traffic. The line was opened the following month.

By 1870 twenty trains each way served Finchley and Hendon on weekdays, six of them in the morning peak and five between 16.30 and 18.30; an annual second class season ticket from Finchley and Hendon to King's Cross cost £8. By 1874, it was estimated that there were five times as many passengers using the GNR suburban services as a whole than there were in 1867, and undoubtedly the opening of the Edgware and Barnet branches had had its effect on this.

The need of the GNR to obtain another London terminal for its suburban trains was so great that, from early 1875, arrangements were made for trains of the North London Railway, which had its London terminus at Broad Street, to run over the Great Northern. The following year eleven North London trains a day served Finchley, most of them in the peak hours.

Changes over the years were not confined to the services - station names changed too. In 1887 the Great Northern bowed to local opinion and changed the name of East End station to East Finchley. It was not until 1st April 1940 that Finchley Central was finally given its present name after being known in the first place as Finchley and Hendon, becoming Finchley in 1872 and Finchley (Church End) for 46 years from 1894. Mill Hill East was simply Mill Hill until 1st March 1928, when its name was changed by the London and North Eastern Railway, into which the Great Northern had by then been absorbed.

In 1901 the Great Northern and City Railway tried to obtain running powers for its electric trains on all GNR branches, but the GNR did not agree, putting forward its own proposals two years later, for the electrification of $29\frac{1}{2}$ route miles on the third rail principle. After a survey which showed that unless the North London Railway also operated electric trains the benefits would be less than the GNR expected, the scheme was postponed to allow other expedients for increasing the passenger capacity to be tried first.

A significant development for Finchley - as subsequent events were to prove - was the opening on 22nd June 1907 of the Charing Cross, Euston and Hampstead tube railway to Highgate (now Archway) and to Golders Green.

In 1903 there were 55 trains each day from Finchley (Church End) to London - 24 to Broad Street, 26 to Moorgate and 5 to King's Cross. Seven years later this had risen to a total of 63, but in 1915, as a wartime economy measure, services between the peaks ran to Finsbury Park only instead of through to the City.

The Edgware line had by this time ceased to be the more important of the two branches and most of the trains which ran south of Finsbury Park came from the High Barnet branch. Two attempts were made to operate the branch from Finchley (Church End) to Edgware by a railcar - in 1909 by the Great Northern with a steam railmotor and later by the LNER with a Sentinel steam railcar; both failed because they were uneconomic in the offpeaks and did not provide enough passenger accommodation at peak times.

Another electrification plan for suburban lines was put forward in 1924. This was said to have been a ruse to undermine the pressure for an extension to the Piccadilly Line, and this - and another similar plan put forward in 1930 - came to nothing. An Act authorising the extension of the Piccadilly Line from its then terminus at Finsbury Park to Cockfosters received the Royal Assent in June 1930.

In 1933 the London Passenger Transport Board was set up and in 1935 a report on modernising London's railway network was produced. This proposed that the LNER lines from Finsbury Park to Alexandra Palace, Edgware and High Barnet should be electrified and linked to the Great Northern and City Line at Finsbury Park, and that the underground line terminating at Highgate station (now Archway) should be extended to East Finchley, with a new station under the LNER Highgate station. Under an Act passed in 1937 the Edgware branch would have been extended to Bushey Heath via Brockley Hill and Elstree. The LT bus overhaul works at Aldenham is housed in a building which was intended to be the depot for the trains on the line.

Work proceeded fast, and by February 1938, only $\frac{3}{4}$ -mile of the $4\frac{1}{2}$ miles of tunnel was still to be completed and the first Underground train from Archway to East Finchley was driven by Sir Ronald Matthews, Chairman of the LNER, on 28th June 1939; passenger service began a few days later, on 3rd July. On 14th April 1940, London Transport trains first ran to High Barnet - fares being reduced to the London Transport scale - and the first Underground train to Mill Hill East was

operated on 18th May 1941. A limited number of trains had operated from High Barnet via the Bank from January 1941 but from 19th May a regular ten-minute service was provided in peak hours.

In the later days of steam there were 114 trains serving Finchley Central daily; after the service was electrified there were 396. East Finchley station was rebuilt and this was completed late in 1940, and the London Transport station at Highgate was finished in January of the following year.

At the end of 1940 it was announced that work on the new construction north of Edgware and on the electrification of the Mill Hill East-Edgware, and East Finchley-Finsbury Park sections would be postponed because of the war. After the war, in changed circumstances and with Green Belt restrictions in mind, these projects were abandoned.

In the past hundred years millions have used Finchley Central station under one or other of its four names, but recently it took less than a hundred days for many times that number of people throughout the world to hear of the station for the first time - by way of a best-selling disc. One suspects that the lyrics of Finchley Central would have been far harder to set to music had the name still been Finchley (Church End) or Finchley and Hendon! East Finchley and Mill Hill East may yet find their way to equal fame.

CENTENARY EXHIBITION AT HENDON

A local exhibition, "The First Railway to Edgware" is being held at Church Farm House Museum, Church End, Hendon, London N.W.4, under the auspices of the London Borough of Barnet. This exhibition opened on 29th July and continues until 11th September; for those members who would like to visit this in a party, see The Timetable for this month; for those who cannot attend in that party, the times of opening are as follows:-

Sundays	14.30-18.00
Mondays	10.00-12.30/14.00-18.00
Tuesdays	10.00-13.00
Wednesdays	
to Saturdays	10.00-12.30/14.00-18.00

THE PROPOSED IMPROVEMENTS AT WATERLOO

Plans for changes at Waterloo, announced by London Transport in June, should result in a considerable speedup in the flow of rush-hour travellers through the Underground station - used by well over 100,000 people each weekday.

Two new escalators and an extension to the ticket-hall area - both under the main line station - as well as an extra pedestrian subway at platform level, are to be built for Bakerloo Line passengers. The escalators will have a vertical rise of fifty feet, and a £300,000 contract for the first stage - the civil engineering work involved - has been let to the London firm of Mitchell Brothers, Sons and Company Limited. Work will start shortly, and all the new facilities should be in full service within three years.

The alterations will reduce the peak-hour congestion on the existing bank of escalators and in the present main Underground ticket hall. Congestion will also be eased at the lower level, particularly for Bakerloo Line passengers. When the escalator work is completed, the four 60-year old lifts on the York Road side of the station, which are reaching the end of their useful life, will be removed.

The 1,800 sq.ft. extension will be built alongside the existing main ticket hall of the Underground station; from there the new escalator shaft will be driven down to the circulating area outside the old lifts. Excavation of the top section of this shaft, and of a chamber to house the escalator machinery, will take place in a narrow, 15ft band of water-bearing gravel and sand, overlaying the London clay. Special engineering problems are presented by this type of ground, and large-scale chemical consolidation will take place before the main construction work starts.

From the bottom of the escalators, an additional subway will be provided to give access to the northbound Bakerloo platform, considerably reducing congestion. Southbound passengers will use the existing subway.

London Transport expects that the work will cause little inconvenience to passengers while it is going on, but it will be necessary to close the long subway, which links the station entrance on the south side of York Road to the main ticket hall, for about three months. This will probably be done shortly after the start of the works.

UNDERGROUND FLEET LIST

by
MeT & Printz
Corrections and Additions

Part 3 - May 1966

A Class: substitute 1301b to read 1201b
and 5'10" to read 5'9".

Part 4 - November 1966

A Class: No 19 - add Used for smoke abatement tests at
Neasden in 1891.

No 26 - add Used in May 1915 to pump out City
Widened Lines, following a flood.

Part 5 - March 1967

St Johns Wood: add Weight 45 tons
and Tractive Effort 22,100lb.

No 36 add Sold to Sirhowy Railway, 1873, became No 9:
to LNWR in 1876 as 2267, renumbered 1891
in 1877: to Alexandra (Newport) Docks &
Railway Co in 1879 as No 5, named
J.C.Parkinson, renumbered 26 and name
removed in 1900. Rebuilt as O-6-2T by
Hawthorn, Leslie in 1921, works no 8116.
GWR No 663. Broken up 1926!

B Class: correct to 35-37 built 1879
38 built 1880.

Class B

Date Built: 1880
Date Delivered: 1880

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
50	1937	Sold to R. Fraser & Co., 1907
51	1938	Sold to R. Fraser & Co., 1911
52	1939	Sold to R. Fraser & Co., 1907
53	1940	Sold to R. Fraser & Co., 1907
54	1944	Sold to R. Fraser & Co., 1906
55	1945	Sold to R. Fraser & Co., 1906
56	1946	Sold to R. Fraser & Co., 1907

Class B:

Delivered to South Eastern Railway in 1880 to help overcome
a shortage of stock. Passed to Metropolitan Railway in 1883.

<u>No.</u>	<u>S.E.R. No.</u>	<u>Works No.</u>	<u>Disposal</u>
57	299	1941	Sold to R. Fraser & Co., 1907
58	300	1942	Sold to R. Fraser & Co., 1911
59	301	1943	Sold to R. Fraser & Co., 1911

To provide extra stock for the working of the almost complete Inner Circle, the Metropolitan ordered several new locomotives.

Date Built: 1884
Date Delivered: 1884

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
60	2579	Sold to R. Fraser & Co., 1907
61	2580	To Mersey Railway as No. 2. Scrapped 1925.
62	2581	Sold to R. Fraser & Co., 1907*
63	2582	Sold to R. Fraser & Co., 1907.
64	2583	Sold to R. Fraser & Co., 1907.

* Fitted experimentally with a Holden patent oil-burning apparatus in 1898.

Date Built: 1885
Date Delivered: 1885

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
65	2674	Sold to R. Fraser & Co., 1911
66	2675	To Cambrian Railway, 1905 as No. 37: G.W.R. 1132. Scrapped 1923.

Influenced by Sir Edward Watkin (Chairman of the Metropolitan and the South Eastern Railways), the Met took delivery in 1891, of four new engines of a slightly modified S.E.R. Stirling Q Class.

Class C

Cylinders:	18" x 26"	Built:	Neilson & Co.
Boiler Pressure:	140lb.	Designed:	J. Stirling
Weight:	50.4 tons	Modified:	J.J.Hanbury
Diameter of Driving		Date Built:	1891
Wheels:	5'6"	Delivered:	1891
Water Capacity:	1,050 gall.		
Tractive Effort:	14,570lb.		
Wheel Arrangement:	0-4-4T		

<u>No.</u>	<u>Works No.</u>	<u>Disposal</u>
67	4352	To Ministry of Munitions, 1917.
68	4353	Sold to C. Williams, 1923.
69	4354	Sold to C. Williams, 1923.
70	4355	Sold to C. Williams, 1923.

THE SOCIETY COLLECTION OF RELICS

C.H.Gooch

Curator of Historical Relics

The Society has, from its earliest days, had an ever-growing collection of small, and now not-so-small, relics associated with London's Underground.

Some of the earliest acquisitions followed the Society walk along the course of the Brill branch in May 1962; these were Met & G C Jnt Rebook Vouchers, Consignment Notes, and an M & G C R 3rd Class Cheap Day Return ticket from Quainton Road to Amersham dated 22nd July 1938. The latter is now in the hands of our Curator of Tickets, Ian Lawson - in the early days the need was not felt for a separate ticket collection.

Other things added to the collection after visits include the Rules of the Smithfield G.W.R. Dining Club (following the visit to that station in August 1962), and a 'Built by Cravens' sticker from inside new A62 car 5189, following the West Ruislip visit of 1963.

Quite a number of items have been presented, or obtained for the Society from places as far apart as Kettering and Newport, Monmouthshire, both these being scrap yards. The items include a T stock deadman's handle and destination plates from this as well as other stock.

Sir Harry Verney very kindly presented his Metropolitan Railway diary case containing the 1929 diary. The case is beautifully embossed in gold leaf with Sir Harry's name and the Metropolitan Coat of Arms, and in the front are printed a considerable number of facts and figures relating to the railway.

Company Reports for most of the constituent companies which formed the London Transport Board are a valuable item which were purchased from the Festiniog Railway Company, for a very reasonable sum, a few years ago; the money expended was recouped by auctioning the duplicate copies at a meeting held in Ealing Town Hall. Following a recent rearrangement of Society Collections, these Reports have been transferred to the Library, where they may be inspected at any Library meeting.

Several posters have been put into the collection, including Victoria Line ones which will be of considerable interest in years to come. We also have a framed diagram of 1939 showing, amongst other things, the various lines proposed at that time, many of which were, of course, never built.

A number of small items of historical value include: a note commending a guard on the District Railway and awarding him £1 for detecting and reporting a broken side spring on car no. 204; Wrong Line Orders, Special Train Stop Orders, one of the 'Examine Load' tickets from off the last four T stock cars to go for scrap, a paper station name sticker from Stoke Mandeville - and so one could go on.

Among the most recent additions, and certainly the largest, are a station nameboard and signal-box board from Edgware. These two items were very kindly donated by the Edgware Railway Society, who had bought them from LT in 1962 and 1965 respectively. The station nameboard is about 5'6" high and 6'0" wide, and is of vitreous white enamel with the usual bulls-eye; it is believed to be original L.E.R. equipment. The signal-box board, reading "Edgware Signal Cabin" is some 7'0" long and 9" deep, again enamel with black letters on a white ground. It has a wooden frame, originally black but now red, and was fitted onto the side of the box facing the carriage shed.

What have been described here are just a small number of the items owned by the Society, and do not include items owned by individual members - whose collections are in some cases of considerable size, especially in their owners' particular fields of interest.

It should be added that almost all of the Society collection has been presented by a varied selection of donors - members and others - and our only-too-slender funds have hardly been used at all in building up an excellent, useful and interesting, group of relics. The Society is most appreciative of this generosity - which has meant that membership is much enhanced by access to these relics.

In the coming months, brief notes of the Society's other collections will appear in these pages - to keep all our members in the picture, so to speak.

LETTER TO THE EDITOR

23 Jul 67

Dear Sir,

Having seen notes in your duplicated magazine (the copy supplied to the Railway Enthusiasts' Club) on old L.T. rolling stock, it occurs to me that you might be interested in a coach body I recently found.

It is situated in the station yard at Ledbury, but although well inside GWR territory, it appears to be a Metropolitan non-bogie 8 wheeler. The interior partitions &c have been removed, but some original "3" class lettering survives. Under the exterior paintwork, some lettering is visible, and although not quite legible appears to be "Metropolitan Railway" and a 3-figure number. I understand that the body has been declared redundant, and may be destroyed soon, so it would be a good thing to measure and photograph it soon if possible.

Yours faithfully,

51 Horton View,
Banbury, Oxon.

J.R.Batts

FIRST NEW BUS STATION FOR FEEDER ROUTES

The first step towards the introduction of a flat fare feeder bus system at Wood Green - part of LT's plans for reshaping its bus services - was taken as long ago as the end of May, when work started on a new bus station behind Turnpike Lane station on the Piccadilly Line. The bus station will give under-cover interchange between the tube and the buses, including the group of single-decker feeder routes which will radiate from this point when the Wood Green scheme, now being planned, is put into operation.

The contract has been awarded to the Streatham firm of Whyatt (Builders) Limited for the complete remodelling of the existing bus station. The work is expected to be completed during the coming winter.

With the introduction of the Wood Green scheme, which will bring a new concept to London bus travel, with coin-in-the-slot, short-distance, single deckers, a key factor will be an easy bus-to-bus and bus-to-rail interchange, and the new bus station is designed for this purpose.

A light-weight cantilevered canopy, supported on tubular steel columns, will be erected over an area of 13,500 square feet, and provision is made for seven island platforms, four of which will be built in the first stage. Natural lighting will be provided by translucent sheeting over each island, and fluorescent lighting will also be installed within the roof. Buses which now use the present bus station will continue to do so while the work is going ahead.

A low-level canopy will link the bus station with the Underground entrance, and this area will contain timetable information and a variety of publicity posters.

London Transport has maintained close liason with the Council of the London Borough of Haringey, and with the Greater London Council, to ensure that any work carried out by LT is integrated in any overall plan which these authorities may have for redevelopment and road reconstruction schemes in the area. The Greater London Council, as the traffic authority, have designed a traffic management scheme and Haringey Council are undertaking road works at both Green Lanes and Langham Road to make easier the entrance and departure of buses to and from the new bus station. The existing traffic lights will be modified to control the exit into Green Lanes, and buses will enter the station from Langham Road,

The public conveniences in Langham Road, at the entrance to the present bus station, will remain as they are for the present, but may be replaced eventually; this change would improve considerably the movement of buses into the new station, and with all seven island platforms installed would allow more buses to use the station at peak times.

NEWS FLASHES

NF 688 Four Eastern Region Goods Yards on the Central Line closed in early August 1967: BLAKE HALL and EPPING on the 1st of the month; DEBDEN and LOUGHTON on the 3rd.

NF 689 Re the severance of the East London Line connections, it is reported that the junction indicators to the East London Up Line on Platforms 3 and 5 at New Cross were taken out of commission during the weekend of 14/15-10-1966.

NF 690 D.S.Ryall, LT's Substation Engineer retired in July 1967, after 44 years service - having joined the Underground Group in 1923.

VICTORIA LINE RUNNING TUNNELS COMPLETED

J. Bleasdale

Thursday, 6th April 1967 saw the start of preparations by a B.T.C. film unit for the shooting of the building of the last ring of running tunnel on the Victoria Line at Oxford Circus.

At midday on that date, there were still three rings of 12' 7" internal diameter iron to build, which, when completed, connected the running tunnel from the south end of the southbound station tunnel to a 16' 6" internal diameter ventilation chamber just south of Oxford Circus. Since this part of the running tunnel was literally being driven through the junction of the old Central/Bakerloo interchange subways, closed in November 1966, progress was very slow and it was anticipated that the last ring would not be built until the late afternoon on Friday 7th April.

The breaking out of concrete, and burning of oldjamb plates and iron with oxy-acetylene torches to clear all the obstructions to the building of the remaining rings took longer than at first expected, so that by midday Friday it became evident that the last ring would be built by the night shift. To enable filming to continue on the Monday (10th April) the night shift left the last ring incomplete, a large jamb plate still obstructing the building of the top two segments and key of the last ring.

On the Monday the tunnel was bathed in light from five large spotlights, further illumination being provided by the sparks from the burning gear as the jamb plate was removed. At 12.10, the general foreman, better-known as the pit-boss, brought down the two spanners - specially painted gold for the occasion - which were to tighten up the last nut and bolt on the running tunnel. This nut and bolt, together with two washers, were also gold-painted. At 12.20 burning had ceased, and the last two segments and key were man-handled into position. At 12.50, after two rehearsals, the golden bolt and washers were placed in position and the golden nut threaded on and tightened up by the leading miner using the two golden spanners. Filming ceased at 13.10 for lunch, but continued at 14.15 for a short time.

No publicity was given to the occasion - presumably because a poster published in February 1967 (printed October

1966) stated that all tunnelling work was complete from Walthamstow to Victoria, and LT had also issued an edition of the Victoria Line Bulletin, dated 28th February 1967, making the same claim. As this particular piece of work was rather specialised, perhaps it does not count as normal tunnelling?

LONDON TRANSPORT RAILWAY NOTES

H.V.Borley

2

Comments on and Corrections to "The City & South London Railway" by T.S.Lascelles (The Oakwood Press 1955)

Page 30. In connection with the reconstruction of the line, Borough station was closed after traffic 16 July 1922 and the Euston Moorgate section after traffic 8 August 1922.

The Sunday service Moorgate-Clapham Common was withdrawn on and from 14 October 1923. The last trains ran:-

Moorgate-Clapham Common 27 November 1923
and on 28 November 1923 (only) Moorgate-London Bridge;
Elephant & Castle-Clapham Common

There was no public service after this date.

The proposal for single-line working Stockwell-London Bridge was not implemented.

Borough station was reopened 23 February 1925.

Kennington station was reopened 6 July 1925.

Additions and Amendments to "The Metropolitan Railway" by C. Baker (The Oakwood Press 1951 - also 1960 reprint)

Page 71

The use of "Brompton" was discontinued in 1907.

Deptford Road was renamed Surrey Docks on 17 July 1911.

Editor's Note

The illustration printed on the front page of the July issue (p.97), was first published in Modern Transport c.1932.

J.P.Thomas is so well known among our members that many may think they know all about his career, and its very wide connections with transport. But there is one most important sphere of activity which is perhaps not quite so well known, and although it is not directly a transport field, there can be few more important 'sidelines' Mr Thomas has interested himself in developing as accident prevention.

On the 1st December 1916, there was held the Inaugural Meeting of the London 'Safety First' Council, and our Honorary Member was there! He was, at that time, the General Superintendent of the London General Omnibus Company Limited, and therefore much concerned with road safety. The 'Safety First' organisation became the London Accident Prevention Council, and was the forerunner of the Royal Society for the Prevention of Accidents. Mr. Thomas has always maintained his interest in the Society, and after fifty years took a prominent part in the Golden Jubilee celebrations held at the end of 1966.

G.P.Jasieniecki our Committee member and Curator of Photographs is now also the Vice-Chairman of our "opposite number" society, The London Omnibus Traction Society - and as TLURS had a joint outing with TLOTS last month, what better time could be found to acquaint our members with George's versatility? Long interested in London's transport, and in old London generally, George actually owns an ex-LT bus which he is preserving in working order.

The weddings of two members took place in August - Ann Davis was married on the 12th, and is now Mrs Height, and the following Saturday David Hibbert's marriage took place.

SOCIETY NOTICES

Ties The Society Tie appears to be very popular with most members who have purchased, or seen, it; there are still a very few left, price 12/6d, and these may be obtained from P.R.Davis, 62 Billet Lane, Hornchurch, Essex.

Incidentally, the Society and the Manufacturers both apologise to members for the delay in fulfilling their orders for the tie - production was very much delayed.

Books Many transport and other books are obtainable through the Society, and this source of income is of considerable

help to Society funds. Orders will be filled as quickly as possible, and should be sent, together with remittance, to the Society's General Sales Manager, R.B.Manley, 35 Montholme Road, London, S.W.11.

THE TIMETABLE

Friday 1st September at 19.00 Library Evening to be held at 62 Devonshire Road, Ealing, London, W.5.

Friday 8th September at 19.00 for 19.15. An Illustrated Talk by K. Marx on "Underground Tickets", to be given at Hammersmith Town Hall. The speaker has an excellent collection of tickets, and this promises to be a most interesting evening.

Saturday 9th September 14.00 Visit to the Exhibition "The First Railway to Edgware" at Church Farm House Museum, Church End, Hendon.

Saturday 16th September Visit to Morden Depot, LT. Names should be sent to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey at once. Only unsuccessful applicants will be notified; those attending should meet at the Depot entrance in London Road by 10.00.

Thursday 5th October Visit to Metropolitan-Cammell Limited at Washwood Heath, Birmingham, to see Victoria Line stock under construction. The party from London will leave from Euston at 08.15. Names should be sent to the Secretary, J.P.Wirth, 43 Crestway, London, S.W.15 as soon as possible.

Friday 6th October at 19.00 Library Evening at 62 Devonshire Road, Ealing, London, W.5.

Friday 13th October at 19.00 for 19.15. The President's Address for 1967; H.V.Borley has chosen for his subject "Reminiscences", and there is no-one in the Railway Enthusiasts' world better able to do justice to such a subject, and in the Underground sphere especially Mr Borley has few equals. This is an evening which must not be missed; it will take place at Hammersmith Town Hall (nearest station Ravenscourt Park); it will be an open meeting, and all members are asked to bring their friends along to make the meeting a great success, and a tribute to our President's great knowledge and his (and our) subject.

THE TAIL-LAMP

A lady, booking from Hammersmith, was given one of the yellow, brown backed, tickets by the clerk. After looking at it for a moment, she enquired "Is this all right?" The clerk replied "Yes, it's oxide", to which the rejoinder was "It doesn't look like leather to me."

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