

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 71

Volume 6 No 11

November 1967

ILLUSTRATIONS AND OTHER MATTERS

The picture on the front page of the October issue did not meet with anyone's approval, and members have not been slow to say so. This was the expected reaction, for the only reason the photograph was published was to answer the question, asked by several members at different times, "Would it not be possible to print photos from paper plates (which are cheap) instead of from metal plates (which are dear)?"

Now everyone knows that it is not possible, and we must stick to drawings only off paper plates - though it must be admitted that a slightly better reproduction might have been obtained if a coarser screen had been used for making the plate. Any improvement would not, however, be sufficient to make the experiment really successful, so it will not be repeated.

We would certainly like to print more pictures, but expenses must not be increased at present, for postal rates go up next year and our costs will rise considerably as a result (unless we send out the Journal folded). The subscription is being left at the same rate for 1968, but we know already that finances will be stretched to the utmost, and we hope that we can get through the year without any undue embarrassment.

It is not intended to cut the number of Society events, or to reduce services to members; the only alternatives are increased membership and more fund-raising activities. These lines will be pursued by the Committee, and any helpful suggestions from members will be most welcome.

AHRONS ON THE UNDERGROUND

P.R.Davis

Something over fifty years ago, a series of articles was commenced in The Railway Magazine under the somewhat ponderous title of "Locomotive and Train Working in the Latter Part of the Nineteenth Century". These articles were lengthy, numerous and erudite; publication was spread over approximately twelve years, and as the series grew in length, so did the reputation of their author grow with them. E.L.Ahrons became a name to be reckoned with, for not only was his knowledge of Nineteenth Century railways encyclopaedic, but he had an excellent literary style, a wide range of interests and a strong sense of humour.

The quality of Ahron's work was undisputed, but as time passed the relevant issues of the Railway Magazine became increasingly difficult to obtain. So, early in the 1950's a reprint of the whole series was published by W.Heffer and Sons Limited; this was prepared under the editorship of L.L.Asher, and came out in no fewer than six volumes - which gives some idea of the enormous scope of the work. So this great classic of railway literature became once again readily available to the student and general reader, and it is still accessible, copies being held by many Public Libraries throughout the country.

Naturally, the greater part of the book is devoted to the Main Line companies, but one of the shorter chapters deals with the Metropolitan and Metropolitan District Railways, while a number of passages in other chapters refer to working of services over Underground lines.

Ideally, the enthusiast should read the whole work, and no-one doing so is likely to regret the time spent in doing so; however, time being always at a premium, a complete reading may not be possible - in which case reference should be made to Volume 5 for the Met and District article (which was originally published in 1924/25).

Ahrons was a steam man, so some of his remarks are not likely to endear him to the authorities at 55 Broadway - in particular his reference, at the opening of the relevant chapter, to the railways in question appearing to him to be "glorified overcrowded electric tramways" (though it must be admitted that he does go on to say that this was a purely

personal opinion).

The Underground chapter gives an outline of the locomotive history of the Met and District railways, starting with "Fowler's Ghost" ("like King Alfred's hot cakes, Sir John's hot bricks were a failure"), continuing with the Great Western's broad gauge well tanks built especially for the Metropolitan service, and on to the Met's own engines, and those of the District up to 1900. While it is essentially a "potted history" which is provided, not a detailed one, there are many interesting snippets which make the chapter rewarding to the enthusiast of the electric era - such as the fact that the regulator handle was removed from the District engine which stood in the dock road at South Kensington on Sundays during the church interval "to prevent any mishap".

Many younger enthusiasts will not yet have discovered the charm, or the value, of Ahron's work; they would be well advised to repair the omission, and acquaint themselves with his writings as soon as possible, for there is no more rewarding author to the true railway lover.

LETTERS TO THE EDITOR

Dear Mr Davis,

7th August 1967

Thank you for publishing my offer of surplus timetables. I was obliged to adopt a system of ballot to deal with the applications. In this way everyone received at least something.

The demand exceeded the supply, and the present offer is closed. However I would be willing to act as 'post office' to receive and despatch surplus Underground timetables if members think this would be a worthwhile function, and always provided that they remit sufficient postage - on the scale which appeared with my first offer.

Yours sincerely,

139 Brighton Road,
Purley, Surrey CR2 4HE

A.G.Newman

Editor's Note - Will members let me, or Mr Newman, know if they would like such a service as he suggests.

October 2 1967

Dear Mr Davis,

I received with much pleasure and interest your Journal Vol 6 No 10 today, and read the article describing the "Pug Nose" (as they were called) steam engines of the former Central London Railway Coy., and a very good article it is.

It might have been more complete to say these engines were primarily used for shunting the 27 7-car trains to and from their sheds to the tunnels since the tracks in the depot were not then electrified because of possible danger to staff. As resident engineer for the B.T.H.Coy. Central London Railway contract I had the task also of installing the overhead catenary over the 27 depot tracks and of copper bonding the running rails in the year 1903. Until that time, 1900/1903 the trains were steam hauled entirely to and from the sheds to the electrified tunnel extension, where the trains of course picked up the service third-rail current connection.

It is true that these engines were also intended to be used for night maintenance trains (and on three occasions were used to remove trains stalled in the running tunnels) but their use was almost discounted by fumes and smoke from the oil-fired boilers in diminutive 11'8 $\frac{1}{4}$ " tunnels. As stated however their real purpose was the distribution of trains to and from service to depot sheds until the overhead trolley system came into being.

With kindest regards and good wishes,
Sincerely yours,

56 Hillview Court,
Woking, Surrey.

John P.Thomas

8 Oct 1967

Sir,

London Transport Railway Notes

With reference to page 154 of the Journal for October 1967.

The information relating to the junction with the N. & S.W.J.R. at South Acton needs amplifying. Although the junction was closed and the points secured for the direct line in 1915 the signals and points were not actually removed

until 1930. The "District Junction" signal box (N.& S.W.J.R.) was demolished in 1934, and the down line signal gantry removed 1956. It is improbable that anything passed to or from the District Railway after 1915

167 Cornwall Road,
Ruislip, Middlesex.

H.V.Borley

VICTORIA LINE CONTRACTS

Experimental Tunnels

Finsbury Park-Netherton Road		Consultants	
	Length	Lining	Contractors
Northbound	1910yds	Flexible Cast Iron	* MHA
Southbound	1612yds	Pre-cast Concrete	KM SWH

* Edmund Nuttall, Sons and Company Limited
Other names as code published last month

The construction of the experimental tunnels was begun in January 1960 and was completed in July 1961 at a cost of £1,060,000.

Kinnear Moodie also drove a short section with flexible cast iron lining to link the work with existing station tunnels at Finsbury Park.

Tunnel Lining Manufacturers

Cast Iron

Stanton & Stavely Limited
Head Wrightson & Company Limited
Harland & Wolff Limited

Concrete

Kinnear Moodie & Company Limited

Shield Manufacturers

Joseph Westwood & Company Limited

16'0" internal diameter hand-excavated running-tunnel shield, used for Northern City diversion at Highbury.

Sir Robert McAlpine & Sons Limited

13'6" external diameter mechanical-tunnelling shields.

Arthur Foster Construction Engineers Limited

13'6" external diameter hand-excavated running-tunnel shields.

Kinneir Moodie & Company Limited

13'1" and 13'6" external diameter drum digger shields.

Reconstruction of two drum digger shields of 13'1" and 13'6" external diameter.

W. Lawrence and Son (London) Limited

21'2½" and 23'2½" internal diameter hand-excavated station-tunnelling shields.

21'2½" internal diameter hand-excavated station-tunnelling shield for the steel linings under Peter Robinson's building, Oxford Circus.

CHANGES FOR THE VICTORIA LINE AT EUSTON

With the completion of a further stage in the reconstruction of Euston Underground station, northbound trains on the City branch of the Northern Line were diverted through a new half-mile long tunnel to serve a new platform (No 3) from Sunday 15th October 1967. Three pairs of new escalators were also brought into use, together with two new subsurface concourses and interchange subways.

The change has been made so that Northern Line (City branch) passengers will be able to make same-level interchanges with the Victoria Line when it opens. The extra platforms for the new Victoria Line are being built between the old and new Northern Line platforms. The change has not affected the Charing Cross branch platforms of the Northern Line, which have been linked by a pair of escalators to the new ticket hall for the past 2½ years. The old ticket hall and the 60-year-old lifts (which have been in use only at peak hours in recent months) were finally closed after the evening peak on Friday 13th October, so that further work on building the new main line station above can proceed. From now, all Underground passengers use the new entrance to the tube opposite main line platforms 9 and 10.

One pair of new escalators now connect the new ticket hall with an intermediate level, which in turn is linked by interchange subways with the two Northern Line branches.

The other two pairs of escalators lead down from the intermediate level to the two new concourses serving both the City branch (Northern Line) platforms. These concourses will eventually also serve the Victoria Line platforms.

An interesting operating change, brought about as part of the Euston alterations, is that the City branch trains which have terminated at Euston have been extended since the 15th October to Archway - thus giving a through daily service between the City and three more stations - Kentish Town, Tufnell Park and Archway - in addition to the former peak services. The last reversal at Euston in normal service was the 23.37 ex Morden, Saturday 14-10-1967, but reversal facilities have been retained at Euston for emergencies.

CAVENDISH SQUARE BLAZE

We have not previously reported on a fire which occurred in the Victoria Line workings earlier in the year.

Shortly before 14.45 on 1st May 1967 fire broke out in the compressor shed at Kinnear Moodie's Oxford Circus contract site in Cavendish Square. Prompt action by one of the fitters in opening the taps on all the oxygen and acetylene bottles, switching off the electric current and telephoning the London Electricity Board, which has one of its substations in the middle of the site, reduced the danger of explosion considerably; for within minutes, the welding shop, electricians and inspectors huts, and the twenty-foot high hoarding protecting the statue of Lord Cavendish - all made of timber - were ablaze. An exploding oil drum spread the fire to the fitters shop and the adjoining Labourers and Miners and Calkers cabins, and to the foreman fitter's hut.

The fire brigade prevented the fire spreading to the site offices, the only damage to these being mis-shapen pvc drainpipes and guttering.

By the next morning a mobile compressor was operative, and lighting working in some of the tunnels to enable work to be continued below ground, although there was no electricity supply to the site itself for several days.

LONDON TRANSPORT RAILWAY NOTES

H.V.Borley

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Expansion of Information on and Corrections to the Historical Map of London Transport Railways originally prepared by the late F.H.Stingmore in 1921, and subsequently revised and brought up to date. Officially called "Historical Map of the Underground Railways".

Opening dates of some stations which did not coincide with opening date of the line not given - Rayners Lane, Eastcote, Ruislip Manor, Highbury, Bond Street, South Kensington, Covent Garden.

Closing dates: sometimes last day open is given (Down Street, York Road, etc); in order cases first day NOT open (City Road, South Acton, etc.) No indication as to what is intended.

There is ample contemporary evidence that City and South London was opened to Moorgate on Sunday 25 February 1900 (King William Street being closed on Saturday night 24 Feb). Also Clapham Common Sunday 3 June 1900. Some newspapers commented on the Sunday opening with "better the day, better the deed".

New Cross-Wapping. Only Directors, Officers, etc conveyed on 6 December; Public opening 7 December 1869.

Deptford Road renamed Surrey Docks Monday 17 July 1911; this coincided with new timetable. E.L., G.E., L.B.S.C. records give 17 July, so do R.C.H. and a local newspaper. 26 July was Wednesday - a most unlikely day!!)

Closing date of Waddesdon was Sunday night 5 July 1936. I was assured that the L.N.E.R. main line trains served this station on that day.

Piccadilly trains took over the Uxbridge service from the District on Monday 23 October 1933.

Gale Street renamed Becontree 18 July 1932.

Latimer Road-Addison Road closed to passenger traffic in 1940.

TELEGRAMS THAT ARE NOT TELEGRAPHED

An article now reprinted from Tit-Bits, by courtesy of that magazine; it originally appeared in Volume XXVII, No 693, p.297, dated 26 January 1895

It may not be generally known that nine-tenths of the telegrams tendered for transmission at the numerous telegraph offices in the E.C. district, for delivery in Fleet Street, the Strand, and also the major portion of the W.C. district, are not despatched by wire, but are "blown" to the nearest delivery office through pneumatic tubes, and despatches that originate in the outlying tube offices are received in their entirety at the central telegraph office by "suction", and are then wired, or re-tubed, to their several destinations.

The tubes run underground, at a depth of a couple of feet, usually within a yard of the pavement. The inner tube, the circumference of which varies according to the business transacted in the locality in which it is situated, is composed of lead, and the leaden tube is re-inclosed in a cast-iron tube; but even this seemingly ample protection does not prevent, during protracted wet weather, the telegrams becoming thoroughly saturated with water.

The largest Metropolitan tube is that laid between the General Post Office, West Strand office, and the House of Commons, and when we consider that the gutta-percha or leather carriers, the openings of which are protected by broad elastic bands, and in wet weather by covered tops, fastened with a buckled strap, convey between thirty and forty messages on each journey, it will be seen that by the utilization of "compressed air", the departmental expenses are considerably lessened.

The tubes are worked on what is known in official circles as the "block system", but in common fairness it must be admitted that a block, unless caused by unforeseen circumstances, is an event yet to be chronicled in the departmental blue-book.

The "compressed air" forces the carriers through the tubes with marvellous velocity, the journey between the General Post Office and the West Strand office (1 mile 250 yards) seldom occupying more than three minutes.

Additional communication in the shape of an electric bell is attached to each tube, and a printed card containing a list of the different simple signals in vogue is exhibited in a conspicuous position, for the guidance of the attendants.

In addition to the ordinary signals, the arrival of a batch of messages is announced by the carrier falling upon an ingeniously contrived automatic "grid", which sets in motion an electric bell that rings continuously until the carrier is extracted from the box.

The supervision over the attendants, especially at the central station, is exceedingly strict, but occasionally the vigilance of the supervisor is evaded, and practical jokes perpetrated upon unsuspecting attendants at the other end of the tube.

On one occasion, a live mouse was received at one of the Strand offices, and to judge from the celerity with which he popped out of the carrier and scuttled away, the underground journey had not materially affected his running capabilities.

A few months ago a serious fire occurred in that portion of the central station where the pneumatic tubes and powerful Cornish boilers are located, and for the time being the whole system was completely disorganised, but the engineers, with commendable promptitude, immediately fixed up telegraph instruments at the different out-stations, and the various staffs, who by the way are expert manipulators, were presently engaged on "wire-pulling", that did not terminate for some few days.

On another occasion one of the Strand tubes was temporarily disabled, owing to the carelessness of a workman engaged in renovating a portion of the asphalt road, who, presumably by accident, drove his pick through the tube, but this was speedily remedied, and within a few hours the tube was working with its customary regularity.

The tube commencing at the General Post Office, and terminating at the W.C. district office, High Holborn, is worked on a slightly different principle, Holborn branch office (First Avenue Hotel) being an intermediate station.

A carrier despatched from the terminal office is stopped at the intermediate office, and any telegrams that may have

accumulated are inserted, the carrier then continuing on its journey.

Pneumatic tubes have proved themselves to be a valuable adjunct to the telegraph service, and in the opinion of the present writer, the authorities might further advantageously utilize them in accelerating the delivery of express letters, that at the present time are, from various causes, frequently delayed.

MORE SOCIETY EVENTS

Another twenty events fall due to be chronicled, and it is interesting to note that these took place in the short period from 1st July to 14th October; when it is remembered that the original Committee in 1961 undertook to see that there would be at least one function a month for members to take part in, it will be seen that that promise has been more than fulfilled.

Opening the innings this time is the Study-Ramble over the Golders Green-Edgware section of the Northern Line, and part of the proposed Bushey Extension; this took place on the 1st July, a Saturday, and was ably led by Alan A. Jackson a Past President of the Society, and B. John Prigmore. An unexpected, and particularly interesting, snippet of this day's activities was the inspection of an old City and South London gate stock coach body, now in use for residential purposes near Edgware; this is in very good condition, bearing in mind its age, and the gates are still in position.

Friday, 7th July brought round the monthly Library Evening at Devonshire Road, Ealing, after which there was a fairly long gap until the Visit to the new LT Depot being built at Northumberland Park for the Victoria Line; this was a visit where the demand greatly exceeded the supply - there being almost three times the applications needed to fill the party allowed. This most rewarding event was on Thursday 27th July, and comprised a very full tour of a depot which is now almost complete. On Sunday 30th July the annual Family Outing took place - this year being to Dymchurch to ride the Romney Hythe & Dymchurch (for the families) and to view the old Metropolitan coach bodies (for members); although the weather was not ideal, and the timing given us by the railways was sufficiently wrong

to cause the party to reverse the intended order of events, from the point of view of the Underground student this was the most important family outing to date. There are about a dozen bodies in and round Dymchurch, many of them almost complete and some showing original varnish and lettering, and well worth a visit.

Library Evening came round again on 4th August, followed by a Visit to Lillie Bridge Rolling Stock Depot on the 12th August, and on the following day, Sunday 13th, by the first joint venture by this Society with our opposite number, the London Omnibus Traction Society; this took the form of a Tour by ex-LT buses to Portsmouth, and then over to the Isle of Wight to sample the ex-London tube stock on the island's railways; this was a day that was much enjoyed by those who took part, and made a pleasant change from the normal activities of the Society.

From Wednesday to Saturday, 16-18 August, the Society had a Stand at the Model Railway Exhibition held in St Peter's Church Hall, West Harrow; although quite a small show, this event attracted quite a lot of attention from local residents and the press in Middlesex, and the stand was quite busy for most of the time, a number of enquiries having been answered about ourselves and what we do. This was followed by another important day out - the North Bucks Tour, organised and run by John Reed. Starting from Aylesbury, the party went by coach to the junction end of the Kingswood branch of the long-defunct Wotton Tramway, then walking over the route of the branch to Kingswood - a more rural end to a line associated with the Underground can hardly be imagined! The coach picked up the party again there, and lunch was taken en route to Claydon House - the erstwhile line of the Gas Works Siding at Waddesdon being inspected on the way. On arrival at Claydon the party went straight to Middle Claydon Church, adjoining the house, to be greeted there by Sir Harry Verney, Bart. - the first Honorary Member of the Society and the last surviving Director of the old Metropolitan Railway Company. After welcoming us, Sir Harry gave a most interesting talk about the Verney family - who were largely responsible for the building of most of the railways in Buckinghamshire - and his own reminiscences. The party was privileged to see certain family heirlooms not normally seen by visitors to the house, including the ring and sword of an ancestor who was Standard Bearer to Charles

I during the Civil War, and who lost his life in the Royalist cause; also seen were Sir Harry's own Orders and some other medals. On leaving the Church, which itself is of considerable interest and contains the tombs of members of the Verney family who are very familiar to railway historians, the house was visited. This is very well known, being National Trust property and a popular place with the stately-home visitors; Florence Nightingale's suite was seen, and also the nameplate from the Metropolitan electric locomotive No 3, Sir Ralph Verney, which was presented to the family by London Transport when the loco was withdrawn from service. A most enjoyable day was concluded by the coach returning the party to Aylesbury, to tea at John Reed's and another viewing of his collection of railway relics - a collection which grows in number, condition and quality every year. The thanks of all those who took part in this Tour, and of the Society generally, are due to John and to Mr & Mrs Reed, whose hospitality and hard work made the visit so enjoyable.

Library Evening was on Friday the 1st in September, and was followed the next evening by an Emergency Service Trip on the last trains running westbound on the old alignment at the new Tower Hill station - westbound traffic being run over the new track south of the island platform after that night. The following Friday the new session of monthly meetings in Hammersmith Town Hall started with a most interesting Talk on "Underground Tickets" by K.Marx; this was illustrated by a large number of rare tickets from all the various companies that went to form the present system. The next day, Saturday 9th September, saw a party visit the exhibition under the title "The First Railway to Edgware" which was held at Church Farm House Museum, Hendon, and commemorated the centenary of the opening of the Great Northern Railway's branch to Edgware, much of which is now part of the Northern Line's route to Mill Hill East and to Barnet. A week later there was an unusual double event - the first part planned, the second not; a Visit to Morden LT depot was on the agenda, so to speak, and proved to be as interesting as most such visits; are, but it so happened that our Assistant Secretary was one of the party, and he is an executive of the Express Dairy Company Limited - whose Morden Depot adjoins the LT depot. An enquiry as to whether

any members would be interested in a tour of the Express elicited an almost unanimous affirmative, and so a conducted tour under the expert guidance of Sam Jones occupied the next two hours most enjoyably. Hardly an appropriate visit for TLURS might be the first reaction - but remember that the rail sidings to which the milk is delivered daily are run off the line from Wimbledon which was first proposed by the District Railway! Anyway, appropriate or not, it was a most instructive and interesting couple of hours, for which all concerned were most grateful to Sam for providing the opportunity to see round the depot.

On Thursday 5th October an all-day Visit to the works of Metropolitan-Cammell Limited, at Washwood Heath, Birmingham took place, the main object being to see the stock for the Victoria Line being built. The party were given a very thorough tour of the whole of the works, and a number of other things were seen, as well as the stock which was the object of the visit. Lunch was provided for the party by Metropolitan-Cammell, and a thoroughly enjoyable day spent as the company's guests. This was followed the next night by another Library evening at Ealing, and a week after that, on Friday, 13th October was the President's Address for 1967 - the speaker H.V. Borley and the subject "Reminiscences"; our President needs no introduction to any of our members, for the one book which is absolutely essential for anyone studying the London Transport system as a whole is "Bennet and Borley", more correctly entitled "London Transport Railways"; Mr Borley is himself a retired railway official, and he told many amusing and revealing stories of his time with the North London and its successors - and of his life with railways generally. This address will be printed in the Journal as soon as it is possible to get it transcribed from tape and edited - which it is hoped will not be too long. Finally, the Special Notice Emergency Service was working overtime that week, for our last two events were both in this group. Immediately after the President's Address a small party proceeded to Baker Street and thence to Wembley Park, to travel back by one of the Metropolitan Line trains which on late night and early morning services have run on the slow (Bakerloo Line) tracks from Wembley to Finchley Road, serving all the Bakerloo stations usually considered beneath the dignity of the Met. This meant an extremely late night, only to be followed the

very next evening by a similar late session - for at 23.20 on Saturday night, 14th October, another party met at Morden to ride on the last of the Northern Line, City Branch, trains scheduled to reverse at Euston. Both these two services, the slow-line Met and Northern reversals at Euston were scheduled to cease on the introduction of the new timetable on Monday 16th October, and thus had to be done at once if they were to be done at all - it must not be thought that it is the intention of the Committee to keep members out of their beds regularly and frequently!

What will the next twenty bring forth? That remains to be seen, and will be reported in due course.

NEWS FLASHES

NF 706 The first 4-car unit of Victoria Line stock arrived at Ruislip Depot during the morning of Wednesday 27-9-1967. It will be fitted out there before being transferred to the Central Line depot at Hainault to be tried on the Woodford-Hainault loop, which is, of course, fitted for automatic working.

NF 707 The Crosswall entrance to Fenchurch Street station (BR - London, Tilbury and Southend Line) is being kept open each night now until 21.45. This change, started on Monday 16-10-1967, makes the nightly closing $2\frac{1}{2}$ hours later than before, and it is intended to help the late traveller to make easier interchange between the terminus and the new Tower Hill station.

NF 708 A new car park with automatic rising step barriers was opened at Hainault station on Sunday 15-10-1967. The park is on land between the station and Hazelbrook Gardens, with its entrance in New North Road, and it holds 90 cars.

NF 709 Stonebridge Park Generating Station was closed by British Railways Board on 30-7-1967. This station, which supplied current to the Bakerloo Line trains between Queen's Park and Watford Junction (as well as to the BR LMR suburban services) was the last of the Board's generating stations for traction current; all supplies are now taken from the Central Electricity Generating Board's Grid system.

NF 710 The new Marylebone Signal Box, of 60 levers of which 5 are space, has been brought into use; it controls the station, diesel depot and power station sidings, while the illuminated diagram shows the Up line from Neasden South and the Down line to Canfield Place.

THE TIMETABLE

19.00 Friday 3rd November Library Evening at 62 Devonshire Road, Ealing.

19.00 for 19.15 Friday 10th November Programme of Films on the Paris Metro; introduction by Mr Edward J. Treby, who spoke to the Society on the Metro in January this year. The films are supplied by the courtesy of Regie Autonome des Transports Parisiens, and are being sent over from France especially for this meeting; there are four films - "Le Metropolitain sur Pneumatiques"; "Transversale Est-Ouest - Construction"; "Le cinquantenaire du Metropolitain"; and "Vers le Metro de Demain"; the first two have an English commentary. While the last two can only be supplied with French dialogue. This meeting will be in Hammersmith Town Hall.

Saturday 11th November Visit to Leicester Square Station. Names, accompanied by a stamped addressed envelope, to the Assistant Secretary, 113 Wandle Road, Morden, Surrey NOW

Saturday 18th November Visit to Ledbury to examine Met coach referred to in the letter in Underground recently. Leave by car from Harrow-on-Hill, Station 08.45 direct to Ledbury. On the return it is hoped (time permitting) to look for the padded cell at Watlington. Cost to be divided equally between those participating; anyone who can help with a car please let us know with number of seats available. Drivers Petrol expenses paid. Apply as soon as possible to C.H. Gooch Fairmead, Northway, Pinner, Middlesex. Please send sae.

11.00-20.00 Saturday 25th November Stand at the Annual Exhibition of the Norbury and South London Transport Club, to be held in the Streatham Congregational Church Halls, Streatham High Road, London, S.W.16.

19.00 Friday 1st December Library Evening at 62 Devonshire Road, Ealing.

19.00 for 19.15 Friday 8th December A light-hearted Recital of Underground and other Railway Music compiled and introduced by George Jasieniecki and Peter Davis; there is a great deal of music based on railways, ranging from pops to classics; here are recordings of some of the best-known. Just the programme for the pre-Christmas period. Hammersmith again for this recital.