

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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OUR NEW PRESIDENT AND VICE-PRESIDENT

At the Annual General Meeting on the 23rd of this month, our President, H.V.Borley, will relinquish his office, and in accordance with the Rules will become a Past President of the Society.

In his stead we shall be welcoming as our President Desmond F.Croome, a member of the Society for a number of years and Vice-President for the past twelve months.

Desmond Croome is best known to the railway enthusiast world in general, and to Underground students in particular, as co-author with Alan Jackson of that definitive history of the London tubes, "Rails through the Clay"; and, because he is of a quiet and unassuming nature, that is all quite a lot of our members do know about him! Which it is our immediate object to put right.

Born in August 1924, Desmond Croome is a married man with two children, one a rail fan and one road, aged nearly six and $3\frac{1}{2}$ years. Surprisingly enough, for the author of such a classic, he has not published much other work, but "Rails through the Clay" took him seven years of research and writing with Alan Jackson. It is interesting to note that the inspiration for this book came from research work done into Underground history by both men during a course on Railway Geography and History conducted at the City Literary Institute by Dr. E.A.Course, the latter being himself the author of "London Railways".

By profession, Mr Croome is a transport man - in fact a London Transport man; joining the LTE in 1942, and working successively in the Schedules, Public Relations and Commercial offices, he now works in the Traffic Office, Central Buses (Timing Section). So the Society has a bus man as its President for the next year - but there is no truth in the rumour that the President's object during his year of office will be convert TLURS into a bus society! He does admit, however, that during the period from 1947 to 1961 he was more interested in buses, belonged to the Omnibus Society and, with G.E. Baddeley, made a series of 7mm model buses which were shown at a Tottenham museum and at a Model Railway Exhibition. On the railway side, Mr. Croome is a member of the Electric Railway Society, and was their Visits Secretary for about two years; he is an Associate Member of the Institute of Transport, and as soon as his busy life will allow he intends to lay out a 4mm model railway, based on Austrian/Swiss practice, at his home in Greenford.

Stepping into the vacancy in the Vice-Presidential chair, is that well-known railway photographer, C.R.L. Coles. Mr Coles is not a member of the Society, but has photographed many Metropolitan Railway scenes, and is a railway modeller also. Many of the pictures in Eric Gadsden's "Metropolitan Steam" were taken by Lewis Coles, so he will be in congenial company when he joins us. Working in the photographic world, he is able to keep well in touch with camera progress, and with cine work, which is also embraced within his private interest, and, for good measure Mr Coles is a member of various photographic societies and of model and experimental engineering societies too. It is interesting to note that he obtained the Kodak-Pathe Award for excellence in monochrome pictorial photography at the first Kodak Salon held after the Second World War - and the subject of his winning entry was a young couple silhouetted in the smoke-laden sunshine streaming through the high glass roof of a London terminus.

Other interests of our new Vice-President include traction and agricultural ploughing engines (probably engendered by a childhood spent on a farm in the Vale of the White Horse, in Berkshire); as he says of these

machines "They go very well with railways, at least being complimentary to the now nearly extinct steam locomotive". He also enjoys cross-country walks, watching international rugger, and, since moving into a house at Ruislip with a large garden, he has taken up gardening, which he finds relaxing.

The Society welcomes these two gentlemen to their offices, and hopes they will enjoy their terms as President and Vice-President respectively. And to our outgoing President, Mr. H.V. Borley, we say thank you for supporting us so well over the past two years (first as the Vice-President and latterly as President), and we hope that he will continue to enjoy the visits and other facilities offered by the Society for many years as a Past President.

THE LONDON TRAFFIC SURVEY

The results of this vast survey are now out, having been published on the 9th February - and the conclusion come to by the researchers, commissioned by the Greater London Council and the Ministry of Transport, is that future London transport policy should be based on the greatest possible provision for the private car, rather than on heavy investment in new tubes and other public transport.

It is as well to remember that experts can be wrong; even The Times describes it as a "striking and unexpected conclusion", and, in a lengthy letter to the same newspaper a few days later, the well-known American, Professor Victor Steinbrueck, writes what is, in effect, a complete condemnation of the proposal - ending his letter with the words "London must be saved from the motor car - not for it". This is a sentiment that many people, not only railway enthusiasts but all those who enjoy civilised living, will echo.

It seems to be one of the main themes of the Report that, however much provision is made for improved public transport, car ownership in London will continue to rise inexorably. This seems to have led to the view that, if the number of cars continues to rise, proper provision must be made for the additional traffic, regardless of almost anything else. Other people, having seen during

36 the past few years how, every time a new major road is built in London, the beauty, amenities and peace and quiet of everything surrounding, is ruined, are inclined to take the view that they would prefer to keep London the beautiful city that it is (in the main), and make no provision at all for the increasing traffic; if this policy was adopted, the resulting jams would soon reduce the popularity of the car, and London would be preserved from becoming a mobile scrap-metal yard. If, on the other hand, commonsense does not prevail, and authority insists on catering for the extra cars, then those who want to see London stay an attractive city, must mount a really intensive campaign to drive the new roads underground - where they will only be a tenth as efficient as new tubes and probably much more expensive, but they will at least be out of sight, sound and smell.

In conclusion, we quote Professor Steinbrueck, who considers the proposals unenlightened, and makes the very pertinent remark "Not even the American motor car industry believes that the private car as we know it today will survive".

It seems that there is to be some campaigning to be done if sense is to prevail over the opinions of the experts; members will have an important part to play in the campaign.

CROWD CONTROL BY TV ON VICTORIA LINE

London Transport announced on the 9th February 1968 details of a closed-circuit television network which is to be installed on the Victoria Line, the object of which is to help maintain a smooth flow of passengers to and from the trains. A contract worth about £50,000 has been let to Peto Scott Limited, of Weybridge, for the supply of 74 cameras, 42 monitor sets and the related distribution equipment. The system will cover the whole of the $10\frac{1}{2}$ miles, and all twelve stations, of the line between Victoria and Walthamstow - due to be opened to the public in stages between the Autumn of this year and the Spring of 1969.

With this closed-circuit television added to automatic operation of trains and the automated issuing, checking and collection of tickets, the Victoria Line will be one of the world's most technically advanced and

labour-saving railways.

An LT spokesman is quoted as saying "Five years' experience in the use of prototype television equipment at Holborn station has confirmed its usefulness in helping to control the movement of crowds and to deal with emergency situations".

At most stations on the new line an operations room, generally at ticket hall level, will be equipped with two 11-inch monitor screens on which the supervisor in charge will be able to select pictures from any of the cameras at his disposal - varying from four at Highbury to eight at Oxford Circus and ten at Euston. A microphone connected to loudspeakers on the platforms will enable him to make announcements to passengers as necessary.

Cameras will be recessed into the walls at both ends of every station platform, and they will also be sited at strategic points elsewhere in the station, such as the foot of escalators and in busy interchange courses.

Television will also give a visual link with all Victoria Line stations to the line controller. At the control centre at Coburg Street, Euston, he will have two 19-inch monitors on which to pick up pictures from cameras on the station platforms - so that in the event of a delay to the service he will be able to see the effect of the trouble at a glance. A two-way sound system, linked to the TV set-up, will enable him to hear as well as see what is going on within the range of each camera, and to speak through the platform public address system if required.

For the train operators, who will sit in the front cab on the automatically-driven Victoria Line trains, monitor screens will be sited on each platform opposite the point where the front of the train stops. These will show the picture transmitted by the camera at the opposite end of the same platform, so that the operator can see what is happening at the rear of the platform in crowded conditions.

It should be noted that, at stations where the new Victoria Line will give interchange with other Underground

Lines, only the Victoria Line sections of the stations will be covered by the television equipment it is now planned to provide. The system is, however, capable of being extended and this is already being considered for some of the busier stations.

CHANGES AT TOWER HILL AND MANSION HOUSE

With effect from Monday, 22nd January 1968, the third platform at Tower Hill - a bay platform for trains reversing there from the west - has been in use, and as a result a number of trains which have hitherto reversed at Mansion House are now extended to Tower Hill, giving a better service to and from Cannon Street, Monument and Tower Hill itself on the District Line.

This platform is the one which was originally used, when the new Tower Hill station opened on Sunday 5th February 1967, for westbound trains coming through on District and Circle Lines from east of the station. Subsequently, on the night of 2/3 September 1967, the through westbound track was slewed into the hitherto unused platform on the south of the island at Tower Hill, so that work could be carried out on the track at the northern face to get it ready for terminal use. It is interesting to note that the realignment of this through westbound track made the demolition of the westbound platform of the old Tower Hill station, which lies a few yards west of the new station, necessary - the track now running over the site of that platform.

Consequent upon the reduction in number of the trains reversing at Mansion House, the bay platform to the north of the eastbound through road has been taken out of service, leaving the bay between the east- and west-bound roads to handle those trains which still reverse at Mansion House from the night of 3/4 February 1968, when the work was carried out there.

These changes complete the work in connection with the replacement of the old Tower Hill station by the new one, which is on the site of the older-still Tower of London station, closed on and from 13th October 1884.

REVIEWS
&
REPORTS

EXHIBITION

British Week - Brussels; 29 September to 7 October 1967.

This Government-sponsored Week in Brussels has a strong London flavour, and LT played a big part in the arrangements, when the building of the Victoria Line was featured at one of the city's biggest banks and seven new Routemaster buses provided trips round the Belgian capital.

As part of a display entitled "A Nation on Wheels" one of the banking halls of the chief branch of the Krediet Bank was transformed to recreate the atmosphere of a London Underground station - complete with posters, maps and notices.

The Victoria Line display, in this hall, depicted the engineering problems involved in building the line and the automatic trains to run on it.

With Brussels' first Metro due to open in 1968, the exhibition also included pictures showing the century of development of London's Underground since the opening of the world's first underground railway - which was, of course, the Metropolitan line between Bishop's Road, Paddington and Farringdon Street - on the 10th January 1863.

The Krediet Bank's own escalator was 'dressed overall' to look like a typical Underground escalator, complete with its 'dogs must be carried' and "stand on the right" notices - and the advertisements usual to such situations in London! A bank attendant, dressed in Underground uniform, distributed London Transport maps and other literature to visitors.

Giving a touch of London colour to Brussels streets during the week were 7 RM's - RML 2262 to RML 2268 - manned by twelve of LT's maintenance engineers. These buses ran circular trips from the Place de Brouckere.

All good publicity for London Transport - and free too, for none of the cost fell on the Board.

Dr Who and the Web of Fear; BBC 1 Serial, commenced 3rd February 1968.

The new Dr. Who adventure is set in the London Underground, with a story about the revived Yeti wreaking havoc in the metropolis after Travers (who we met in Tibet during a previous story) has blundered into re-animating the ten-foot monsters.

Your reviewer has no particular desire to express any opinion on the series as a work of art (!), except to say that the story is the usual type of childish horrifico-comic outpouring we have got used to, and the acting and production are at their normal poor standard.

Consideration of the Underground setting is the main purpose of this note, and here a mixed view is the only one that can be taken. It seems that the tunnel and station scenes have probably been filmed in a studio on a film set especially created; the general appearance of the setting has been very well created, and does bear very close resemblance to the real thing - but the way the Underground setting has been worked into the story is appallingly bad.

One or two examples will suffice to indicate the degree of knowledge applied to the story. Can anyone please explain how one gets from Covent Garden to Charing Cross, walking through tube tunnels, in about two minutes flat? This feat appears to have been achieved in the first instalment, unless the story was misunderstood in its supposed timing. Also, since when have Cannon Street and Monument (Circle Line, according to the story) been tube stations, as distinct from subsurface? Does LT know that their tunnels have suddenly become somewhat smaller on the District and Circle - someone ought to tell them!

No, it just does not bear scrutiny.

LONDON TRANSPORT (LERRA) RAILWAY CLUB

By courtesy of the above Club, we are able to publish as an inset to this issue of Underground, an article just published in their Journal on District Rolling Stock.

Please see p.41 for details of this new Society.

Just recently there has been formed, as part of the London Transport (L.E.R.) Athletic Association, a new club, known as the London Transport (LERRA) Railway Club.

This has not been set up in opposition to TLURS; for one thing it is, of course, restricted in membership to LT employees; and it is intended to cater for the interests of those concerned with all railways - not just the Underground system which is this Society's sphere.

The TLURS Assistant Librarian, Eddie Shaw, is the Chairman of the new Club, and it has been suggested that the two organisations can be of considerable assistance to each other. Your Committee have been considering this suggestion - and one of the first fruits of collaboration is the inset opposite. Another arrangement agreed to for a trial period is joint availability of both Libraries; thanks to the co-operation of our own Librarian, Norman Fuller, the Library of the new Club will be kept at Norman's home (62 Devonshire Road, Ealing) where it will join the TLURS Library. To start with, both organisations will have their own Library Evenings, and there will not be joint evenings - but each society's members will have use of both Libraries on their own evening. This will have obvious advantages to both bodies, but the arrangements are considered experimental in case any snags arise.

ROLLING STOCK OF THE PARIS METRO

Philip Richards

To most people the charm of the Paris Metro lies in the vintage character of the major part of its fleet of rolling stock. Only now that the older stock is being replaced by newer cars on pneumatic tyres, is it realised that the traditional metro stock does not enjoy the 'immortality' that it has somehow acquired over the last thirty-odd years.

The antiquity of the fleet has become legendary, and as with most legends, numerous versions of the legend ascribe different dates to the cars. How this has come about will soon become clear, when it is realised that the numerous 'rebuildings' that have occurred over the years have meant that to all intents

and purposes many of the cars at present running have much less in common with their ancestors than even an LT car that has been through Acton a few times.

The first line was opened in July 1900, and trains consisted of three cars 8 metres long (about 25ft), one motor car drawing two trailers. Each motor car was nothing more than a single deck four wheeled tram. The body was of wooden construction and was spring mounted onto the rigid four wheel chassis which carried two 125hp. motors, one on each axle. The motors were controlled through a tram-type controller which carried the full traction current at 600 volts. Each end of the line was equipped with a turning loop to save reversing. Twelve motor cars and 24 trailers of this type were built but had already become obsolete by 1902, and were withdrawn from service in 1904.

In 1902 a new design of motor car was introduced, enabling 8 car trains 70 metres long to be run using a motor car at either end, thus dispensing with the need for terminal loops. Control was still by tram-type controller on the 'double-unit' system, whereby the full traction current now passed along the length of the train between the two motor cars. The cars were still of wooden construction. Although an improvement upon the 1900 stock, the new stock still suffered from serious disadvantages: rolling resistance on curves due to the long-wheelbase rigid trucks; tiring controller operation coupled with delay in 'notching down'; and worst of all, the 600 volt traction jumper cables combined with wooden construction. A disastrous fire occurred at Couronnes station in 1903, directly attributable to this last cause.

1903 saw the introduction of the first bogie stock. This enabled car length to be increased to 11 metres, but 'double-unit' control was still used. The oldest cars still in service today in original form are two motor cars of this type which are retained as service locomotives.

Development proceeded apace and by 1904 the first trains with multiple-unit control were being introduced. This enabled extremely flexible train formations, and more powerful motors of 175hp were now fitted; the driving

cabs were now of metal construction, but the passenger accommodation remained of wood.

Between 1904 and 1905 all the four wheeled stock remaining in service (i.e. all except the first 12 1900-pattern motor cars) was lengthened to 11 metres and mounted on bogies. This was accomplished by adding a metal cab and extending the passenger accommodation into the old wooden cab.

In 1906 the first cars of all-metal construction were being introduced (long before London!) and in the same year cars 13 metres long began to appear. By 1910 the earliest wooden stock was being rebuilt for the second time. A new unpanelled compartment (for smokers) was let into the middle and the length was increased to 13 metres.

The outbreak of World War 1 brought a halt to any new building and for about ten years the very varied collection of stock remained in service, utilised to the full. It was not until 1922 that any new stock was acquired and this was of the pre-war 13 metre pattern bogie stock. By 1926 however a stock of completely modern design was evolved: cars were 14 metres long with three doors (altered to four doors in 1929) and four motors wired independently in two pairs so that in case of breakdown only half the power is lost. Train formation was now M-T-T-T-M with the new stock, the old two-motor cars being reserved for lines with light traffic, marshalled M-T-M-T-M. Some 4 or even 3 car trains were also run.

By 1929 the need for standardisation was greater than ever and although new stock of the new design was being ordered in large quantities for the new lines and extensions, it was also decided to completely rebuild all the old wooden stock to the new standard of 14 metres. This was a massive operation and involved the virtual complete demolition of each car, retaining only bogies and a few doors, seats and other body fittings. Chassis were new and the new bodies were panelled in steel. As each car was demolished, its fleet number was transferred to a 'new' car; but whether the operation can strictly be termed rebuilding is doubtful.

I will not mention the articulated stock introduced in 1949, the pneumatic-tyred stock of 1956, or even the

new automatic trains, as details of these have been published elsewhere. However I do not regard these as being 'genuine' Paris Metro; although the purist would say that the 1930 rebuildings weren't genuine either, they do have a certain character which is entirely lacking in the modern tinware. Nevertheless the Paris Metro has not yet completely lost its charm and where else can the enthusiast see cars of 1906 vintage still in service?

NEWS FLASHES

NF 751 An LT train driver appeared at East Ham Court on 7-2-1968 charged with driving a train while drunk. The incident occurred on 6-2-1968 when a train failed to stop at East Ham, and about 70 passengers complained to staff when the train did stop at Upton Park.

NF 752 Another incident in the same area as the above also ended in Court; this time it was Barking Court, where a passenger was charged with assaulting an LT driver after a train full of West Ham football supporters had been delayed 10 minutes at Barking on the night of Monday 20-11-1967, because there was no relief crew to take the train on to Upminster when it reached Barking. The woman summonsed the driver, also for assault, but the bench dismissed the charges against them both.

NF 753 Gerard Fiennes, controversial ex-Chairman of British Rail Eastern Region, has said in a recent issue of Modern Railways that the solution to the present Southern Region troubles is to transfer much of the SR's inner suburban traffic to new tubes, and to simplify operation by reducing the number of SR termini to two - Cannon Street and Charing Cross - for the south-east services.

NF 754 Inspired by LT's announcement that they are to use a drip system on trains to assist de-icing, a correspondent to a London paper states that he suggested a similar idea to the Southern Railway in 1940 - and was told it was not practicable. LT researchers must have been doing some homework in the past thirty or so years.

NF 755 Central Line services were suspended between White City and Ealing Broadway on Sunday 17-12-1967 until about 09.00, while engineering work in connection with the Western Avenue extension was carried out. A

substitute coach service, calling at all stations was run 45
over the closed section, and on the West Ruislip section
a shuttle service was run between North Acton and West
Ruislip. Passengers were advised to allow up to 25
minutes extra time for their journeys.

NF 756 Latest news re LT Car Parks is as follows:-

- a. New parking area for 112 cars opened at Loughton on
28-1-1968, with rising step barriers; this makes space
for 187 cars at this station; the new area is on the site
of the old goods yard.
- b. Also in the old goods yard, at Chorleywood, extra space
has been provided for 104 cars - making total accommodation
for 119 cars; rising step barriers also installed here.
- c. A completely new car park at Croxley, for 110 cars,
opened the same day as the extension at Chorleywood, i.e.
18-2-1968. The Croxley park is also in the disused
goods yard and has rising step barriers.
- d. During 1967, 2,300 extra spaces were provided for
passengers' cars in LT Car Parks, an increase of a third
during the year. Sixty-four Underground stations now
have car parks for a total of nearly 9,000 cars. The
quota of additional spaces for 1968 is 2,500.

ANNUAL GENERAL MEETING 1968

The official notice of this meeting was published
in the February Issue of the Journal, to comply with the
Rules of the Society. The meeting will be held in the
Lecture Room, Museum of British Transport, Clapham, London,
S.W.4, on Saturday 23rd March 1968 at 14.00 for 14.30.

To reach the Lecture Room it is necessary to pass
the barriers into the Museum, but arrangements have been
made with the Curator for Members attending the AGM to
gain admittance without paying entrance fee, from 13.45
onwards on the day of the meeting by showing their 1968
Membership Cards to the Attendant.

An Officer of the Society will also be on the barrier
from 13.45, so that if any member has, by some mischance,
not received his membership card even though he has paid
his current subscription, he will not be kept out - but
please remember that it is essential to have paid the
current subscription to be eligible to attend or vote
at the AGM, so there will be another check at the
entrance to the Lecture Room.

Light refreshments will be available after the meeting, and if there is time after the AGM there will be an informal meeting.

At the time of going to press, just before the closing date for Nominations to the Committee, the only Nominations received were for the retiring members, viz

J. Brook Smith
G.P.Jasieniecki
J.P.Wirth

If any further Nominations should be received by the closing date, a slip giving the name or names will be enclosed with this Journal.

No Proposed Amendments to the Rules have been received by the Secretary, and in this case the time for receipt has expired at the time of writing, so there will be no changes to Rules this year.

OTHER SOCIETY NOTICES

Sales Department The following items are now available, being additions to stocks:

A set of 10 mid-Victorian Locomotive Prints on Astralux card, priced at 3/- each or 21/- a set. Only complete sets will be supplied through the post, and as they require special packing, it is regretted that 3/- postage and packing must be charged for this item.

Replicas of Station and Train Notices and Name Boards, etc. These are all "Bull's-eye" designs and about 8"x4" in size. At present "Trafalgar Square" is in stock; others coming shortly are "Piccadilly Circus", "Oxford Circus" and "No Smoking". Price is 1/6d each post free.

Enlarged version of a Dog Ticket No 0000 dated 1-1-1957, issued by LT from Baker Street; price 1/3d including postage.

All the above may be ordered from R.B.Manley, 35 Montholme Road, Battersea, London, S.W.11.

Modelling and Exhibitions The Committee feel that the time has come for the Society to have a model layout that can be used on Exhibition Stands. Any members willing

to assist in the construction of such a layout, or to make a contribution to the cost, are asked to write to J. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent.

Clapham Open Day 31st March 1968 The Society has been fortunate enough to have obtained a Stand at this Open Day. Stewards are required both to man the Stand, and to act as Museum Stewards to guard the exhibits. Members willing to act will gain free admission to the Museum on the day and light refreshment will be supplied. Names of those volunteering should be sent to the Editor, P.R.Davis, 62 Billet Lane, Hornchurch, Essex, by the 10th March, expressing preference for manning the stand or an exhibit. Admission tickets will be sent through the post, but it cannot be guaranteed that preference of job will be capable of being accepted - that will depend on how many names come forward for each job.

CORRECTION

to

Supplement to Tube Stock to 1951

Two typing errors appear in this article in the February Journal, viz:-

Page 20 Line 26 - 252-265 should read 251-265

Page 22 Line 7 - 775 should read 755

THE TIMETABLE

19.00 Friday 1st March Library Evening at 62 Devonshire Road, Ealing, London, W.5.

10.50 Saturday 2nd March Visit to St Pancras main line Station and Signal Box. Those who have already booked should meet in the Booking Hall of the main line station. This party is not open for further bookings.

19.00 for 19.15 Friday 8th March A Talk by the Society's Modelling Secretary, J. Brook Smith on "The Model Railway Hobby"; to be given in Hammersmith Town Hall. It is a long time since a modelling meeting was held - so do your best to support this one.

14.00 for 14.30 Saturday 23rd March. Society Annual General Meeting, followed by Informal Meeting. See separate notice on page 45.

10.00-17.00 Sunday 31st March Stand at the Open Day at the Museum of British Transport, Clapham, London, S.W.4.

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

20.00 Friday 19th April at the Old Oak Tea Rooms, High Street, Pinner. A Met & G.C. Evening. Including an Illustrated Talk on the Last Years of the Joint Line, covering Met Modernisation; End of Steam Working; Met Centenary; Great Central Line Closure; with the Photographs by Chris Gooch and Narrative by Eric Gadsden. Also some Sound Recordings, Relics on View, and a Great Central Line Film. Refreshments provided, and Visitors welcome.

18.30 Saturday 20th April Our Members are invited to attend an evening session following the AGM of the Electric Transport Development Society. This will take place in Room 15, Friends Meeting House, Euston Road, London, N.W.1. and the subject will be one of great interest to TLURS - a Talk by the Honorary Secretary of the ETDS, E. Relton, on "The Bakerloo in Search of a Southern Terminus". Members are asked to do their best to support this meeting which should not only prove very interesting, but will give us an opportunity to thank the ETDS for their courtesy in inviting TLURS - if our attendance is good it is to the benefit of both Societies.

14.00 Saturday 25th May A Conducted Tour on Foot and by Rail of the Railways in the Croydon Area, led by Edward J. Treby - who, it will be remembered, had a most interesting article published in the Railway Magazine some months ago on this very subject. Meet at London Bridge main line station, by Smith's Bookstall on the Brighton side - and be on time, as tickets will have to be purchased and the train departs at 14.17. This will be our first walk (or at least Part-walk) of the year, and should be of great interest.

Sunday 28th July The Family Outing for the year will take place, and this advance notice is given so members can book the date well in advance. It is intended to visit Yarmouth this year - and if you do not know what the connection is between the Underground and Great Yarmouth - watch this space!

THE TAIL LAMP Don't brag - it isn't the whistle that pulls the train.

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