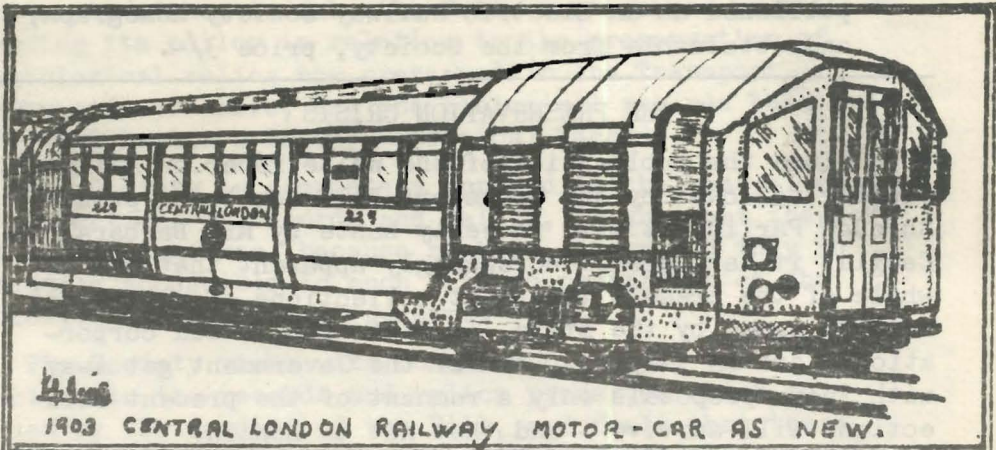


THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

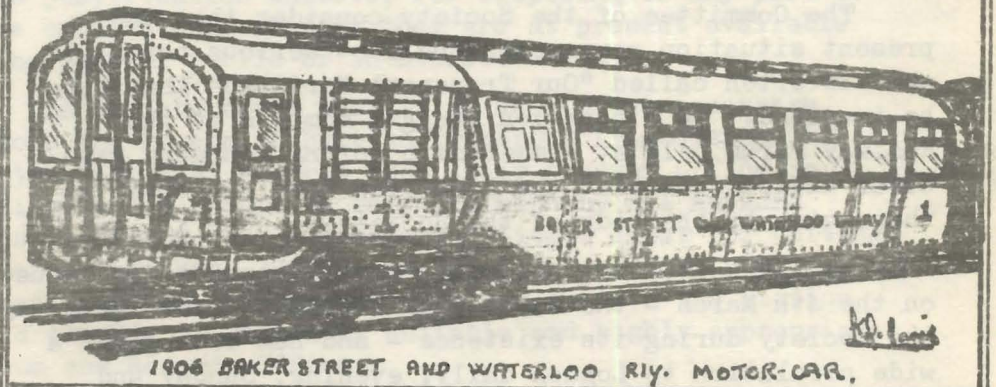
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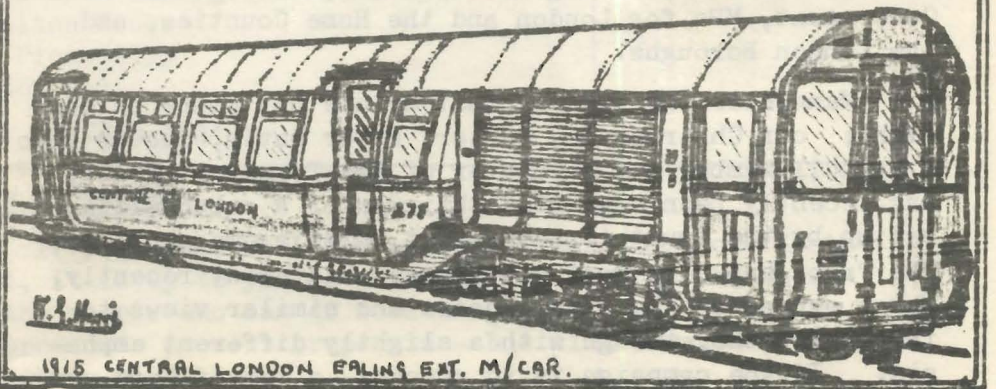
April 1968



1903 CENTRAL LONDON RAILWAY MOTOR-CAR AS NEW.



1906 BAKER STREET AND WATERLOO RIV. MOTOR-CAR.



1915 CENTRAL LONDON RAILWAY EXT. M/CAR.

COVER PICTURE

Pictorial Views of Tube Stock; No.1.

Drawn specially for Underground by K.Harris

For full details of the stock shown, see 'Tube Stock to 1951'
published as an Electric Railway Society Monograph,
and obtainable from the Society, price 3/-.

THE PRESERVATION CRISIS

Since the publication of the White Paper on Railways, rapidly followed by the Transport Bill now being pushed through Parliament with unseemly haste by Mrs Barbara Castle, it has become increasingly apparent that the whole of the present transport collections of relics and records owned by the state, or state-controlled corporations, are in jeopardy, and if the Government get away with their proposals only a remnant of the present collections will survive - and that not in London.

The Committee of the Society consider that the present situation represents the most serious threat to what is often called "Our Transport Heritage" that can be imagined. A discussion amongst members at the Railway Forum held at Hammersmith during February gave clear indications that the Committee were supported in their view by the body of the Society.

As a result, the following Press Statement was issued on the 4th March - the first such statement ever issued by the Society during its existence - and has been given a wide circulation to London daily, evening, Sunday and local newspapers, transport magazines, members of the Government, MPs for London and the Home Counties, and the London Boroughs.

Meanwhile, we can say that we are not alone in our fight; our Chairman and Editor, Peter Davis, who is also a Council Member and Treasurer of The Transport Trust, has recently been appointed Chairman of a subcommittee set up by the Trust to act for it on this same problem. The Trust has also sent out a Press Statement recently, which expresses the same concern and similar views to those of TLURS, though with a slightly different emphasis. If the campaign is to succeed, a lot of hard work remains to be done - much of it by individuals.

THE LONDON UNDERGROUND RAILWAY SOCIETY
Press Statement

THE LONDON UNDERGROUND RAILWAY SOCIETY, having reviewed the implications of the Transport Bill now passing through Parliament, wishes to make the following announcement regarding its policy in relation to the preservation of the historical relics now preserved in the Transport Museums and elsewhere, and the historical records held by British Railways Board, Historical Records.

1. The Society is completely opposed to the removal of the collections of records and relics, or any part thereof, from the London area, because nowhere else would they be as readily accessible to such a large proportion of the population as they are at present.

2. The Society views with considerable alarm the reduction in the records and relics preserved which is implied by the wording of the Bill, and feels that there is no justification whatever for disposing of any part of these collections, whether they are at present available to the general public or in store.

3. The Society feels that if it does prove necessary to move the Museum of British Transport from Clapham, and the Historical Records from their present office in Paddington, it should be borne in mind by all authorities concerned that adequate facilities exist for uniting these collections; St Pancras station is shortly to be closed, and has a Preservation Order on it; the station would provide an eminently suitable and highly appropriate Museum and Records Office.

The London Underground Railway Society
Hamilton House
138 Piccadilly
London W.1.

Tel: 01-629 9841

NOTE TO MEMBERS

If you agree with the sentiments of the above Statement, it is up to you to see that you let this be known to the people who can do something to put a stop to the Government's present proposals - but time is short, so do something right away.

WALKING TOUR IN THE TUBE

Being a Chapter from "Under London; A Chronicle of London's Underground Life-lines and Relics" by F.L.Stevens, and published by J.M.Dent and Sons Limited in 1939, by whose kind permission this extract is reprinted in the Journal.

It was nearly two in the morning when a chief inspector of the London Underground unlocked the door for me at King's Cross tube station. A watchman was on duty at the lift, and down we went to the platform where tools were lying in neat heaps, ready for the workmen and their trolley. In a few minutes we were strolling up the silent tunnel to a ghost station - the old York Road, which is now no longer used.

There it was, a station without a platform, lift-wells without lifts (looking a bit like the skeleton of a lighthouse), emergency exits from which nobody ever emerged, and all the time there was a deep and powerful throbbing to show that something was very much alive in that shadowy and deserted place a hundred and fifty feet below ground.

The throbbing came from the ventilating shaft. We looked into a trench running under the station. The fresh air came blowing out of it like a breeze. It was curious and rather eerie to watch the little odds and ends of paper tumbling over and over a trifle wearily, and to remember that they were probably thrown away by the last passengers a year or two ago.

As I stood on the track opposite the old station and looked down the tunnel with its chain of electric bulbs lighting the straight lines of rail, I could just see in the distance acetylene flares bobbing about like jack-o'-lanterns. And I could hear a long, high-pitched echoing noise, as if the York Road ghost had gone walking and was suffering from an acute attack of whooping-cough.

When we got a bit closer, walking down the tube very comfortably - for, of course, the current was off - we found no ghost, but a squad of very brisk men fixing a few new lengths of rail. I wish you could have seen them. They worked, fourteen of them, as well, and it seemed to me as eagerly, as a varsity crew in the Boat

Race. As a matter of fact, they looked a bit like a 53
boat-race crew, seven men on one side and seven on the other,
and each man grasping one handle of what looked like a giant
dentist's forceps. The jaws of these instruments were
gripped round a forty-two-foot length of rail.

Picture these men - alert, muscles ready to take the
strain, and the head man, very much like a cox, waiting to
give the signal. Suddenly there was a sharp command. It
sounded to me like 'Allez-ooop!' It echoed down the tube
and went scurrying along past the ghost station. But before
the echo had got round the corner that rail was out of its
sockets and lying helpless on the track.

What a team! Putting in the new rail was carried out
with the same precision. 'Ready - Oop!' The rail was
lifted until it was alongside the "chair" it was to sleep
in. Another command, and it was well and truly in its bed.
A last shout, and then men, pulling like trained scullers,
heaved the rail into its final resting-place. I was told
a team like this could re-lay a hundred and thirty tons of
rail in a week.

After saying goodnight to the watchman at King's Cross,
we motored to Aldgate East, where remarkable things were
happening. Aldgate East station was getting ready to move
a hundred yards or so up the line. In October 1938 people
who travelled by way of Aldgate East left the station one
Saturday night, and on the following Monday morning they
set off from a new and very up-to-date Aldgate East. No
trouble at all! And, mind you, the new railway track was
from five to seven feet below the level of the old line.

All this was done to extend the junction and save a
few seconds of time for passengers. It was a wonderful
piece of work, that Aldgate East job. They underpinned the
old line with temporary scaffolding, so that they could
scoop away underneath, and get everything ready for the
final transformation scene. Then they just dropped the
rails from the old position to the new track below.

I shall not forget that scene at Aldgate East. Men,
slung on platforms thirty feet up, were pounding into the
sides of great concrete walls; searchlights were playing
on other groups, some pounding away with pneumatic drills,
others digging into the ballast; chalky powder was curl-
ing like smoke into the beams of light, while a surveyor,
calm amid the clatter, was checking levels. A separating

wall of timber some forty feet high looked like a huge drop curtain, and the sides of offices rose sheer out of the railway cutting like the sides of a precipice.

This piece of reconstruction, including the widening of the tunnel, was one of the most complicated London Transport has ever tackled. It took two years to complete, yet the train service was not once interrupted until the very last moment, and then for little more than twenty-four hours.

Consider a few of the things the engineers had to remember during that last twenty-four hours or so. All the timber used for supporting the old track had to be removed, together with a hundred and fifty-three tons of steel joists and hundreds of feet of corrugated iron hoarding. To make that task easier, as the material was cleared away, it was lifted to the street through shafts in the roof of the tunnel.

The track was lowered for a length of one thousand four hundred feet. Only three hundred men could move in the tunnel at the same time, so they worked in shifts, and, to make sure everything would go according to schedule, all the bits and pieces were marked, and the job was carefully synchronized. As the rails were lowered and bolted to the new permanent way, a new signalling system was also put down.

Actually, a rehearsal had been held a month before and much useful information has been learned as a result. In fact, this immense job was finished well ahead of schedule. When folk came to the new Aldgate East station, they found everything in its place, even to the advertisements on the walls. A 'bottle-neck' had gone, the station tunnel now had four tracks instead of two, and a third as many more people could be carried on the Metropolitan lines to Barking.

That, of course, is only one of the things I saw during my walking tour in the tube. Now that I had the chance I wanted to find out a few things that had made me wonder as I travelled on my own track of the underground railway. Maybe you are one of those lucky people who know by instinct as well as by education how things work. I am not. There were times when the patient engineers and technical experts looked at me with an expression, half amazed and half sorrowful, as though only then realizing to what

heights ignorance can rise. Well, it's partly their own fault. They do clever things, making it possible for us to behave like clockwork, and, if we do not stop every now and then to ask them a few questions, we shall, like clockwork, be incapable of thinking.

So I began to put my questions. 'How does the escalator work?' They said 'We'll show you. Come to Leicester Square'. By the way, did you know the moving staircase to the Piccadilly line at Leicester Square was the longest in any railway station in the world? It is, and I know it, for I have climbed up the stone staircase underneath it. I counted a hundred and thirty-seven steps, but perhaps I am one or two out - I was a bit winded before I had finished. But to the question: 'How does the escalator work?' It is really very simple. 'This way', said the engineer to me at Leicester Square. He opened a kind of stage-door and there we were behind the scene, where a bicycle chain, many times magnified, driven by a hundred-and-fifty-horse-power motor, was turning a huge wheel. The staircase was rolling round, upside down, looking for all the world like a never-ending load of venetian blinds.

It was while we stood underneath the escalator that the engineer tried to make me understand what happened. Finding me so thick-headed, he drew three neat diagrams 'showing the formation of the escalator steps'. It is all perfectly simple once you realize that each step of the escalator is a separate four-wheeled carriage. The two back wheels run on one track, and the front pair on another. When the tracks for the back wheels is above that for the front wheels, the steps form a level platform. That happens, of course, when you step on the escalator. As soon as the escalator begins to go downhill, the tracks on which the steps run are brought gradually level with each other. When they are level, the steps are pushed up, as it were, and what was a platform becomes a moving staircase. All these steps, or separate four-wheeled carriages, are driven by an endless chain to which they are all attached.

With the moving staircase, as with everything else on the Underground, it is safety first and last. For example, if one of the links in the many chains were to break, then everything would stop. If, owing to the natural effects of wear, the chains were to stretch beyond

56 a certain point, then the current would be automatically cut off, as it would be if you pushed your hand through the paper of the emergency device. The machine does all the thinking. For example, if you drop half a crown or your wedding-ring on the escalator, and you are too late to pick it up, then a neat tray behind the scenes will collect it for you.

The escalator is made to take up to nine thousand people an hour - and does it every day without a murmur. At the time I write, the Underground has one hundred and forty-three escalators - varying in depth from fifteen to eighty-one feet. They travel the equivalent of one million two hundred and forty-eight thousand miles a year, and can carry one million two hundred and sixty-five thousand passengers an hour.

At certain Underground stations - Warwick Avenue or Maida Vale, for instance - there are times during the day when very few people are using the tubes. It would be a waste to have escalators going up at full speed with nobody using them, so they settle down to a leisurely speed of ninety feet a minute. Supposing you or I happened to be going up at the slack time. We should cut across a ray of light at the foot of the escalator, with the result, that, in three or four seconds, the speed would have increased to a hundred and twenty feet a minute. And that is not all. Within three or four seconds of our having got to the top, the escalator would slow down to ninety. The machinery is so timed that any alteration in speed, or actual stoppage, is gradual, taking one or two seconds. Otherwise you and I might be bumped off. They have thought of everything.

I used to wonder how the doors worked in a tube train. It seemed to me a fascinating and mysterious business, this automatic, non-human opening and shutting of doors at precisely the right moment. How is it done? Well, the doors are pushed by an invisible arm. Under the seat adjacent to each door is a small air-engine. When the doors are to open, a piston of compressed air moves the swivel-arm, which is connected to the door by a groove or slot. Compressed air pushes the arm round, through the groove, and the doors open.

Here again, safety first operates. These doors are equal to any emergency. When they are being closed, the air pressure is reduced during the last five inches, so that

they can be easily held open by the hand. They can always 57
be held apart for four inches, thus making it possible to
withdraw an arm if, in your rush-home dive into the train,
it should be caught. Edges of soft rubber prevent any
nipping of the fingers. You cannot get hurt. When all the
doors are closed, and not before, a light tells the guard
that he can ring the starting-bell in the driver's cabin.
The signal to start cannot be given while the doors are open.

I had no idea that each tube lift had an emergency door
hidden from passengers by the advertisements covering it.
These 'side doors out' are so arranged that, should a lift
get stuck in the middle of the shaft (a not very likely
contingency), then the neighbouring lift would be lowered,
and passengers would be able to step from one lift to an-
other and continue their way.

No lift can move before the doors and gates are closed,
nor can it increase its speed beyond the safety point. If a
lift cable breaks, or even if it stretches, the current is
shut off, and the lift stops. Lift ropes are six-fold and
can carry nine times the weight of a compartment packed in
the rush hour. Finally, if, in spite of every precaution,
the lift should stop in the well-shaft and mechanical
control should fail, then it can be raised to the top in a
minute or two by means of hand-winding gear.

As you probably know, at the Strand, and a few other
stations, a voice, automatically controlled and recorded on
a sound-track, asks you to 'Stand clear of the gates'. He
used to say 'please'. Actually, the 'please' was a bit
unnecessary. At least, I thought so. But 'please' was
not cut off through any lack of consideration or polite-
ness, but because it was found necessary, when working
three lifts together, so to adjust the time as to save
every available second. So 'please' had to go.

I used to wonder who spoke the words at the Strand.
Was it a famous actor, or broadcaster, or perhaps the
Chairman of the Underground? It was a clerk at the Acton
works, who happened to be handy when the job was being done.

Early one morning, while I was waiting at Charing Cross
tube station for the last train to go through, I heard that
the head rat-catcher of the Underground could spare a few
minutes for a chat. So I went along to his office, which
is as clean as a chemist's laboratory, and he told me

about his poison-gas equipment, and how times are not what they were. When he joined the Underground six years ago, you could catch a few rats, sometimes a score or two, in one bag. But now - well you might walk miles and never see one at all. In the good old days, an average weekly catch was about a hundred and fifty. Nowadays, the 'bag' has sunk to fifty-odd. And many of these, I was told, are found, not on the track, but on adjoining land. The Underground's rat-catchers do not shoot rats. They pump cyanide mixed with lime on the ground. There it forms a vapour, and the rats, if they get curious, remember no more.

Stoats, hedgehogs, rabbits, and even cats and dogs, join the rats, for there are real dangers from such wanderings. Rats sometimes nibble the signalling cables and cause short-circuiting. That is a nuisance, to say the least. So the rat-catcher has to keep a steady watch.

Talking about rats, here is a much rarer beast - a land crab. When they were tunnelling recently at Highgate, they found a fossilized crab, many hundreds of years old, with its claws, legs, and eye formations quite clearly shown.

Although it does not come quite strictly within a chapter on London railways, I must mention the elephant's tooth - bigger than a sheep's head - found nine feet below the ground when they were digging foundations for a new bus workshop at Chiswick. This tooth, perfectly preserved, is said to be a few thousand years old.

London Transport has a good opportunity of finding bits of buried history, for the area it serves is about two thousand square miles. What a colossal undertaking it is! There is a staff of 83,000, of whom 15,000 are employed on the railways. The 3,000 railway cars run 171m miles a year, carrying five hundred million passengers. Every day more than one and a quarter million signal movements are made. Every year approaching 370m tickets - excluding seasons - are issued, and of these tickets no fewer than 280m are issued mechanically from more than a thousand ticket-office or slot machines.

-----oOo-----

to be completed next month

ANOTHER FARE INCREASE PROPOSED

The National Board for Prices and Incomes, to which proposals for increased fares were submitted some time ago by London Transport, has endorsed the proposals. This news was published on 7 March 1968, but there were some fairly blunt criticisms of the Board in remarks by Mr Aubrey Jones (Chairman of the National Board) at a Press Conference held on that day to announce the latter's decision. LT responded fairly smartly to their critics, and it would seem that some of the remarks attributed to Mr Jones were hardly fair to the administration of London Transport.

This note is primarily concerned with the proposed increases, which not only have some peculiarities, but could also provide a pointer to the future of the whole fare structure of LT.

For the first time, it is intended to apply different fare structures to the buses to those in force on the Underground. This is curious, but even odder is the intention, whenever fares between the two services differ, to make the train journey dearer than that by bus; just to make confusion complete, only fares for some distances are increased on the railways, so that at some points the bus and train scales will coincide, at others train will be dearer. This is a little difficult to explain, so the proposed new fare scales are shown in detail at the end of this article. From these tables, it will be seen that the minimum fare is to be increased on both buses and trains from 4d to 6d; this in itself is interesting, as it is probably intended to pave the way for a further increase in the minimum when decimal currency comes into use on 15 February 1971, there being no decimal equivalent to the present sixpence (it would be too much to hope that the minimum fare would be reduced to 2p, which is only equal to 4.8d).

While there could be some justification for consistently dearer fares by rail, on the grounds that the trains are quicker, more punctual, and can normally take all passengers offering to travel, there does not appear to be any logical reason for the present system proposed - which is stated to be a coarsening of fare scales on the Underground to facilitate automatic fare collection (an

60 admission of expediency, which anyway is quite unnecessary because the modern sophisticated automatic ticket issuing machines and exit barriers are quite capable of handling any number of fare graduations).

The amusing part of the proposals is that they will inevitably take passengers off the trains and put them on the buses - which means that fares policy will cut across LT's other policy of centralising bus services on stations and relieve the roads (unless the intention is still to cut out bus services which now run parallel to the Underground, and thus force passengers to pay the higher train fare anyway). It is also a little off-beam that the major increases are on the service which pays best, and for this there appears to be no logic at all.

The basis of the proposed increases, the first since January 1966, are as follows. As stated above, the minimum is to be increased to 6d from 4d, then on the buses it is proposed that there should be 3d steps on fares up to 3/6d, with 6d rises thereafter; this will mean a 2d increase on the present minimum (50%), 1d on the present 8d fare, no change between the 1/- and 1/9d fares, and increases of between 1d and 8d for longer journeys. Sixpenny steps will be adopted generally on both Underground and Green Line, but above the minimum fare, each step will generally cover at least two miles instead of the present one mile. On the Underground the minimum 6d fare will run for $1\frac{1}{4}$ miles - reducing the fare from 8d to 6d for journeys between 1 and $1\frac{1}{4}$ miles, thereafter the 1/- fare will run for 3 miles, the 1/6d fare for 5 miles, and so on. Children's fares will rise in 3d steps.

Season tickets will be affected by the proposals; monthly seasons could rise for distances of three miles and over, by between $3\frac{1}{2}\%$ and 9%, with greater increases for journeys of one and two miles - bought mainly by those making more than two journeys per day - sales of cars may be expected to increase to longer-distance commuters, while the short-journey man will probably assist bicycle manufacturers to boost their turnover.

Concessionary season ticket rates for juveniles under 18 who are gainfully employed will be withdrawn. For this, LT will be heartily cursed by all employers within five miles of Charing Cross, for it is difficult enough to get junior staff in central London now.

PROPOSED FARES SCALES

The proposed new scales on London Transport services are as follows, although certain fares which now cover distances in excess of the authorised mileage charges will be subject to further increases than those shown to bring them into line with the proper mileage charge.

<u>BUSES</u>	<u>MILES</u>	<u>PRESENT FARE</u>		<u>NEW FARE</u>		<u>INCREASE</u>
		s.	d.	s.	d.	d.
	1		4.		6.	2.
	2		8.		9.	1.
	3	1.	0.	ALL UNCHANGED		
	4	1.	3.			
	5	1.	6.			
	6	1.	9.			
	7	2.	0.			
	8	2.	3.			
	9	2.	6.			
	10	2.	9.			

with fares for all longer journeys up to 30 miles increased by between 1d. and 8d.

<u>UNDERGROUND</u>	<u>MILES</u>	<u>PRESENT FARE</u>		<u>NEW FARE</u>		<u>INCREASE</u>
		s.	d.	s.	d.	d.
	1		4.		6.	2.
	$1\frac{1}{4}$		8.		6.	2. (decrease)
	2		8.	1.	0.	4.
	3	1.	0.	1.	0.	No change.
	4	1.	3.	1.	6.	3.
	5	1.	6.	1.	6.	No change.
	6	1.	9.	2.	0.	3.
	7	2.	0.	2.	0.	No change.
	8	2.	3.	2.	6.	3.
	9	2.	6.	2.	6.	No change.
	10	2.	9.	3.	0.	3.

with fares for longer journeys up to 30 miles increased by between 1d. and 8d.

GREEN LINE

The 1. 6d. minimum fare for journeys of five miles and under in the Country and Suburban areas and the 2s. Od. minimum for journeys of seven miles or less in the Central London area are unchanged. Other scales are:-

<u>MILES</u>	<u>PRESENT FARE</u>		<u>NEW FARE</u>		<u>INCREASE</u>
	s.	d.	s.	d.	d.
6	1.	9.	2.	0.	3.
7	2.	0.	2.	0.	No change.
8.	2.	3.	2.	6.	3.
9	2.	6.	2.	6.	No change.
10	2.	9.	3.	0.	3.

with fares for all longer journeys up to 30 miles increased by between 1d. and 8d.

MAINTENANCE AND STORAGE DEPOTS ON THE PARIS METRO
M.S.Rosenbaum

<u>Depots for Storage of Rolling Stock and Minor Repairs</u>	<u>Line</u>	<u>Depots for Major Repairs</u>	
		<u>No of Cranes</u>	<u>Type of work</u>
Fontenay	1)		Winding of
Charonne	2)		armatures,
Javel	8 & 14)	Fontenay 12	windows,
Auteuil (underground)	10)		specialized metalwork
Choisy	7)		Winding of
Saint-Fargeau	3)	Choisy 14	armatures &
Italie	5 & 6)		other motor
Lilas (underground)	11		parts.
Boulogne	9)	10	Woodwork
Saint-Ouen	11)	Saint-Ouen	
Vaugirard	4	Vaugirard 11	-
Montrouge	Sceaux	Montrouge 4	Speedometers etc
<u>General Overhaul Depot</u>	Saint Fargeau	(Specialized materials, brakes, compressors, door-locks).	
<u>Ticket Depot</u>	Italie	(Ticket machines and punches) .	

REMOVAL OF THE OXFORD CIRCUS UMBRELLA

The steel umbrella bridge, erected in August 1963 in connection with the building of the Victoria Line, is to be removed from Oxford Circus over the Easter weekend 1968.

This means that all the streets in the immediate area of the bridge will be closed to both pedestrians and vehicles from midnight Thursday 11th April to 06.30 Tuesday 16th April, including Cavendish Square (east side and south side east of Holles Street), Margaret Street (from Cavendish Square to Gt. Portland Street), Great Castle Street, Oxford Street (from John Princes Street to Gt Portland St), John Princes Street, Regent Street (from Margaret St to Oxford St), Argyll Street (from Oxford St to Western House.) Additionally, another six sections of pavement will be closed to pedestrians. The whole area will be defined by barriers fixed and controlled by the police, and no-one will be admitted to the area unless they live or work within it, or have essential business to transact within it, and permits will be necessary for all those wishing to enter the area. A meeting was held in the Great Hall, Caxton Hall on 27th February, to explain the arrangements in detail to those concerned.

One of the most interesting points arising from the arrangements is that, from the last train on Thursday night, 11th April until the first train on Tuesday 16th April, Oxford Circus station will be closed to ingoing passengers. The station will, of course, be still in operation as an interchange point, and although all the entrances are in the closed area, special arrangements have been made for alighting passengers to leave the station by the Argyll Street exit.

SOCIETY NOTICES

Underground Index 1967 An Index to Volume 6 will be published shortly, together with an up-to-date list of the Society Committee and Officers.

Sound Librarian The Committee have decided that there should be a Society Sound Library, and are pleased to say that this will be in the charge of John Crowhurst, whose address is 3 Bush Grove, Stanmore, Middlesex.

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

10.00 Saturday 13th April Visit to Ruislip, LT, to see the 1967 Tube Stock in course of fitting out for service on the Victoria Line. The party is restricted, so members wishing to attend should write at once to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey, enclosing a stamped addressed envelope with their application.

20.00 Friday 19th April at the Old Oak Tea Rooms, High Street, Pinner. A Met & G.C.Evening. This will include an Illustrated Talk on the Last Years of the Joint Line, covering Met Modernisation, the end of Steam Working, the Met Centenary, and GC Line Closure - the narrative being by Eric Gadsden and the photographs by Chris Gooch. There will also be some Sound Recordings, some Relics will be on view, and there will be a Great Central line film shown. Refreshments will be provided, and visitors will be welcome. The Society has held some very successful meetings in the Old Oak Tea Rooms in the past; this one promises to be even better, so come along and bring your friends.

18.30 Saturday 20th April Members have been invited to attend an evening session following the AGM of the Electric Transport Development Society. This will be held in Room 15, Friends Meeting House, Euston Road, London, N.W.1, and the subject is of great Underground interest - a Talk by the Honorary Secretary of the ETDS, E.Relton, on "The Bakerloo in Search of a Southern Terminus". It is to be hoped that members will take full advantage of this invitation, for which we are grateful to the ETDS.

19.00 Friday 3rd May Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 10th May Members' Slide Show at Hammersmith Town Hall. Come along and bring a selection of your slides - black and white or colour.

14.00 Saturday 25th May A Conducted Tour of the Railways of the Croydon Area, led by Edward J.Treby. Meet at London Bridge main line station, by Smith's bookstall on the Brighton side. Fuller details appeared last month and will be repeated in the May issue.

Sunday 28th July Advance notice of the Family Outing - this year to Yarmouth. Details later.

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