UNDERGROUND

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CENTENARY OF THE FIRST UNDERGROUND BRANCH

The short but important stretch of the London Underground between Baker Street and Swiss Cottage celebrated a century of service on Saturday 13th April 1968. Only 1¾ miles in length, this was the first branch line - as opposed to extensions - on the Underground, and is now a vital part of a line which carries 40 million passengers a year.

Promoted in 1864 by the nominally independent Metropolitan & St John's Wood Railway , which was incorporated by an Act passed 29th July in that year, the line was intended to run from a junction with the Metropolitan at Baker Street in a north-westerly direction to join the Hampstead Junction Railway (a subsidiary of the London & North Western Railway) near Finchley Road & Frognal station, with intermediate stations at St John's Wood Road, Marlborough Road and Swiss Cottage; the following year the company obtained powers to build a branch from Swiss Cottage to Hampstead. But, as with many other railway proposals then and since, there were financial difficulties. In the event, the Metropolitan Railway, which was a substantial shareholder in the St.John's Wood company, came to the rescue; even so only a single-track line was built as far as Swiss Cottage - and the planned extensions northwards were never constructed.

Building of the line was under the guidance of Sir John Fowler, who had been the engineer in charge of the original section of the Metropolitan - which opened from Bishops Road, Paddington to Farringdon Street on 10th January 1863; he had also been in charge of the Metropolitan's eastern extension to Moorgate Street; and of the Hammersmith & City Railway - a joint Metropolitan and Great Western

 venture to provide a feeder to the new Underground at Paddington.

In general, construction of the new line was limited to what is now the southbound tunnel, except between Baker Street and the bridge over the Regents Canal, where only the present northbound tunnel was finished. The four stations were completed with double tracks so that trains could pass each other, and the present northbound tunnel was continued for about 400 yards beyond Swiss Cottage under Finchley Road to a point almost two miles from the junction at Baker Street, presumably for use as a siding.

The line rises 97 feet from Baker Street to Swiss Cottage, mainly on gradients of 1 in 60 and 1 in 150, but including a stretch of 1 in 44 to clear a hump over the bridge spanning the Regent's Canal just south of St John's Wood Road station.

Because of these steep gradients five powerful 0-6-0 tank locomotives were built by the Worcester Engine Company for the Metropolitan, which always provided the trains on the branch, but they proved far too powerful for the comparatively light trains and were soon replaced by some standard Metropolitan 4-4-0 tank engines, a number of which became surplus after the Metropolitan ceased to work the District Railway services in 1871. The five 0-6-0s were sold.

From the outset trains provided a through service between Swiss Cottage and Moorgate, but on the single-track sections between stations on the St. John's Wood line they were not allowed to proceed until the appropriate pilotman had boarded the engine. In 1869 the St. John's Wood company suggested increasing the through service, but the Metropolitan replied by closing the junction at Baker Street and from March 1869 to January 1907 (after electrification) there were no through trains, passengers having to change at Baker Street.

In 1873, the company was granted powers to extend its line almost due west to Willesden Green. The extension was opened as far as West Hampstead on 30th June 1879 - in tunnel as far as Finchley Road (the only intermediate station and not to be confused with the nearby Finchley Road & Frognal) and then at ground level to West Hampstead. Willesden Green was reached in November 1879 (services commenced 24th November), by which time the Metropolitan itself was engaged on building a further extension to Harrow, which opened 2nd

August 1880. Meanwhile work was put in hand to complete the second tunnel between Baker Street and Swiss Cottage, so that extra trains for the extension could be handled without difficulty, and two tracks became available throughout the tunnel section on 10th July 1882. A week earlier an Act had been passed giving the Metropolitan powers to absorb the St John's Wood company from the beginning of 1883.

Further extensions and acquisitions beyond Harrow were made so that by 1894 the Metropolitan operations extended to Verney Junction, 50 miles from London in rural Buckinghamshire, although there were no through trains from Baker Street until 1st January 1897.

The next event of importance was the electrification, on 1st January 1905, of the line from Baker Street to Harrow, and the branch from there to Uxbridge which had been opened six months previously - on 4th July 1904; these were the first sections of the Metropolitan to have electric traction, apart from experimental services. From 1st November 1906, the remaining trains on the "extension" line, as the former St John's Wood Railway was generally known, were hauled by electric locomotives from Baker Street through the tunnels and on to Wembley Park, where steam traction took over for journeys north towards Verney Junction.

Traffic on the line continued to expand and, in order to give the longer distance trains faster non-stop journeys through the inner suburbs, an additional pair of tracks was laid during 1914 and 1915 on the open section from Finchley Road to Wembley Park. However, the tunnel section south of Finchley Road still limited the number of trains that could be handled at Baker Street. This problem continued to grow and was not solved until after the Metropolitan had been taken over by London Transport in 1933. The Metropolitan had realised that relief was necessary south of Finchley Road, if full use was to be made of the four tracks northwards, and planned to build a tube line (suitable for main line size trains) from a point between Willesden Green and Kilburn to link up with the Circle Line at Edgware Road. However, the only work carried out was the rebuilding of Edgware Road station - completed in 1926 - with four platforms and extra tracks, making use of land that had accommodated the original Metropolitan locomotive shed and works. Later, to ease conditions during the morning peak hour, the three tunnel stations - Swiss Cottage, Marlborough Road and St John's Wood

 ("Road" was dropped from the name of the last on 1st April 1925) - were kept closed until 09.30 so that more trains could be funnelled through the bottleneck. Then, under its pre-war New Works programme, the London Passenger Transport Board built a deep-level tube branch from the Bakerloo Line at Baker Street to link with two of the four Metropolitan tracks at Finchley Road, which were rearranged to give easy cross-platform interchange between the Metropolitan and Bakerloo at Finchley Road and Wembley Park. Intermediate stations were built on the tube branch at St John's Wood and Swiss Cottage; the new St John's Wood station was at the corner of Wellington Road amd Acacia Road, and between the Metropolitan Marlborough Road and St John's Wood stations which it replaced. At Swiss Cottage, however, the new platforms and sub-surface ticket hall for the Bakerloo were linked by a new subway under Finchley Road to the Metropolitan Line ticket hall and platforms.

The Bakerloo service through the new tube and over Metropolitan tracks from Finchley Road to Wembley Park and Stanmore started on 20th November 1939 and took over the local "all stations" service between these points, leaving the Metropolitan trains to serve the more distant stations with, in general, non-stop runs between Baker Street and Finchley Road and between there and Wembley Park. With the opening of the Bakerloo branch, the Metropolitan stations at Marlborough Road and St. John's Wood - which had again been renamed Lords on 11th June 1939 - were closed, but Metropolitan trains continued to serve Swiss Cottage until 17th August 1940 when that too was closed.

Since then there has been no significant change to the former St John's Wood Railway. The hopes of Sir Edward Watkin, chairman of the Metropolitan, in the 1870s that it would become part of a main line railway to the Midlands were never realised, and his description of Baker Street station at that time as a "great terminus", when, in fact, it was then only the terminus of a short single-track branch, and an interchange point with the partly-built Circle Line, invites speculation as to what might have happened if history had taken a different course.

NOTE FOR MODELLERS

The May 1968 issue of Model Railway News contains drawings of the District Railway 0-6-0 Tank Locos which survived as

CITY AND SOUTH LONDON RAILWAY
EXPERIMENTAL DRIVING MOTOR CAR

E. Shaw

In the Underground Electric Railways Executive Officers Minutes of Meetings there appears a minute for a meeting on the 28th March 1916, which reads:

> "Rolling stock CSLR. The Managing Director stated that with a view to obviating the possible enlargement throughout the tunnels of the CSLR, a special car had been constructed and would be exhibited at Ealing Common works of the MDR together with one of the present type cars and a standard LER car."

I have found a drawing entitled "CSLR - General Arrangement of Car", which is dated July 15 1914, and which I assume is the same vehicle as that referred to in the above minute because the cross-section of car drawing shows the tunnel dimension to be 10'6". Details from the drawing are as follows:-

Length over body - 50'0½"
Distance between bogie centres - 33'11"
Journal centres, motor bogie - 6'6"
do trailing bogie - 6'0"
Wheel diameters, motor bogie - 3'0"
do trailing bogie - 2'0"
Distance from rail level to floor - 1'9"
Length of switch compartment - 14'0¼"
(including driver's cab)
Width of central swing door - 2'1"
Length of gated platform - 3'7"
Width at floor level - 8'0"
Width at waist - 8'6"
Overall height - 8'8"
Body height - 7'2"

Drivers cab fitted with side swing doors;
switch compartment had 4 sets of louvres;
centre swing door 23'0" from leading end;
36 seats - 16 transverse, 20 longitudinal;
6 windows per side plus window in centre swing door;
non-stop indicator fitted near gated platform;
3 marker lights - 1 on driver's side and 2 placed in a vertical line on other side;

2 train set number positions on opposite side to driver;
lattice gates;
armrests between each longitudinal seat.

It would appear from remarks on the drawing that it was intended to build at least a three-car train consisting of motor-trailer-control trailer.

I would be grateful for any further information from any reader in a position to supply it on this car (or cars), particularly concerning its possible entry into experimental service, and its fate - was it scrapped or converted to some other vehicle?

NEWS FLASHES

NF 757 The umbrella bridge at Oxford Circus was duly removed during the Easter weekend, work being completed by the morning of Tuesday 16-4-1968.

NF 758 A crew of seven from the British Transport Yacht Club, some of whom were LT staff, crewed the Duke of Edinburgh's yacht Bloodhound during a four-day shakedown cruise round the South Coast during 1968 Easter Holiday.

NF 759 The District Line service was suspended during the middle of the day on 8-4-1968 due to a fault in the track near Wimbledon.

NF 760 Also on 8-4-1968 the Metropolitan Line was affected by delays, but here the trouble was due to a door fault and to a train failure.

NF 761 In the general government reshuffle, Mrs. Barbara Castle relinquished office as Minister of Transport on the 5th April 1968, and was replaced by Mr. Richard Marsh, the former Minister of Power. So far there has been no indication of Mr. Marsh's policy towards public transport in general, nor to the Underground in particular.

NF 762 The London Boroughs' Association has made an appeal to the Minister of Transport to keep the Clapham-based Museum of British Transport in London, and to cancel the proposed move to York.

NF 763 A man fell under an eastbound Central Line train at Liverpool Street at 09-40 on 3-4-1968, and was killed. The train service was interrupted for about twenty minutes.

NF 764 A serious derailment, of a District Line train while between Westminster and St.James's Park, suspended District and Circle services for many hours on 4-4-1968. No trains ran on the District between Charing Cross and South Kensington, and

the Circle Line operated between High Street Kensington and Aldgate via Baker Street, with some trains diverted and extended to Whitechapel. Passengers from the derailed train walked along the track to St James's Park, while to rescue a Circle Line eastbound train caught in the tunnel when the current was cut off at the time of the accident, power was restored temporarily to enable the train to go on to Westminster, where its passengers were detrained. A large fleet of emergency buses and coaches was assembled to help minimise the chaos caused by the incident, which affected the evening rush hour – the tracks not being cleared until late in the evening.

SOCIETY NOTICES

Sales Department Will members please note that reproduction Dog Tickets, Station Nameboards, No Smoking signs and so on are only available from the Assistant Sales Manager, Charles Brunt, at The Havelock, 20 Grays Inn Road, London, W.C.1. Locomotive Drawings are also only available from Charles.

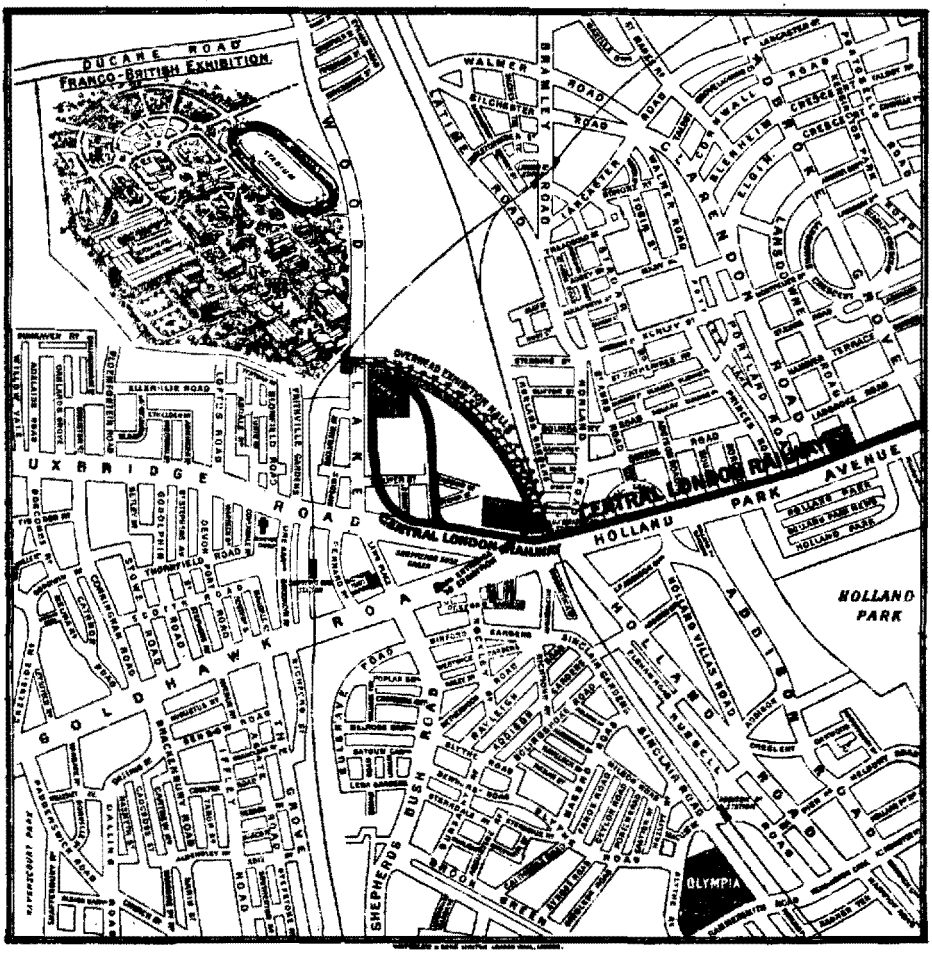
Underground Index to Volume 6 This is on its way, and will be published shortly.

The Journal is Printed by The Celtic Bureau, 93/94 Chancery Lane, London, W.C.2, and Published by The London Underground Railway Society, 62 Billet Lane, Hornchurch, Essex.

THE CENTRAL LONDON RAILWAY AND THE FRANCO-BRITISH EXHIBITION 1908

Recently, our member W.J.Bailey discovered a copy of an interesting map published by the Central London Railway, showing the proximity of that railway to the site of the Franco-British Exhibition held at the White City during 1908. This map has been most generously presented to the Society and is now in the Cartographic Collection. Printed in blue and red on white paper, a black-and-white reproduction appears on the following two pages; this shows quite clearly the nearness of Shepherds Bush station to the main entrance to the exhibition, and the equal closeness of the "Exhibition Station" (otherwise described on the front cover of the map as Shepherds Bush (Wood Lane) station) to the overhead exhibition halls. This is a valuable addition to our maps.

MAP OF VICINITY OF
SHEPHERD'S BUSH SHEWING STATIONS & FRANCO-BRITISH EXHIBITION



Lost Property.

Articles found on the Company's Premises or in the Trains or Lifts are forwarded to the
LOST PROPERTY OFFICE AT BANK STATION.

Subway Connections

BETWEEN THE

CENTRAL LONDON

and other Tubes at

Oxford Circus
with Bakerloo Tube.

Tottenham Court Road
with Hampstead Tube.

The Bank
with City & South London Railway.

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Central London Railway.

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FROM	WEEK-DAYS. FIRST TRAIN	LAST TRAIN
	a.m.	a.m.
Shepherd's Bush (Wood Lane)	5. 0	12. 5
Bank	5.20	12.30
	SUNDAYS.	
	a.m.	p.m.
Shepherd's Bush (Wood Lane)	8. 0	11.30
Bank	8.20	11.50

Stations from West End to City.

SHEPHERD'S BUSH (Wood Lane).
SHEPHERD'S BUSH.
HOLLAND PARK.
NOTTING HILL GATE.
QUEEN'S ROAD.
LANCASTER GATE.
MARBLE ARCH.
BOND STREET.
OXFORD CIRCUS.
TOTTENHAM COURT ROAD.
BRITISH MUSEUM.
CHANCERY LANE.
POST OFFICE.
BANK.

Average Time between Stations, 2 Minutes.

GRANVILLE C. CUNINGHAM, General Manager,
Oxford Circus Station, Argyll Street, W.

WALKING TOUR IN THE TUBE

The Second Part of the Chapter of that name from the book "Under London; a Chronicle of London's Underground Life-lines and Relics" by F.L.Stevens. First Published by J.M.Dent and Sons Limited in 1939, this extract is now reprinted by their kind permission.

London's underground railway is always pushing further and further out. You can see how the tentacles spread by looking at the new charts in the passenger cars. They are now laying down a double track between Baker Street and Finchley Road stations, linking the Bakerloo Line with the Metropolitan. Highgate, thanks to a new tunnel, will soon be connected with East Finchley. East London is to have a new underground line. It will be completed in four sections, between Liverpool Street and Bow, Leyton, Wanstead and Newbury Park. The first link, between Liverpool Street and Bethnal Green, will be finished in 1940.

They tell me that between Mile End and Leyton the tube has to be built in marshy, low-lying ground, and the men must work in compressed air - a slow job. Laying the tube railway is, on the whole, comparatively easy work. London's blue clay offers no great resistance to the tunnelling shields and excavators. New York's problem is much greater, for that city is built on a rock. Engineers over there cannot get very far down, so New York's underground railway resembles the London District rather than the tubes.

London has one railway unlike any other in the world. It is only six and a half miles long and runs a three-minute service, as well as non-stop expresses, without guards or drivers. This is the Post Office tube, linking Liverpool Street and Paddington with eight Underground stations. Every day, driverless trains, in tunnels eighty feet below ground, carry no fewer than thirty-three thousand mailbags. It was actually begun in 1914, but operations had to be suspended during the War, when the tunnel was very useful as a storehouse of rare and valuable things from the London Museums.

It was built, of course, to quicken the transit of mails, and has done a lot to relieve the congestion of the London streets. Since it was opened in 1927, it has carried

something like six and a half million letter-bags , and four million parcel-bags a year.

I made my introduction to the Post Office railway at Mount Pleasant, a station which occupies a key position in the system. It was rather queer to find oneself in a clean and large underground station so like all the others - and yet so different. There were no advertisements on the wall, that was the first odd thing I noticed. Then there were the little perky trains, stopping and setting off again without any apparent sign of control. Of course, the control is there all right, and very thorough and alert it is, but you cannot see it. The electric locomotives have a kind of robot head and face, which seems to be perpetually at a wink, and saying: 'Pretty clever, eh?'

Picture the scene on the west-bound platform at Mount Pleasant. Here comes our train, running smoothly out of the tunnel and stopping at precisely the appointed place. Actually it stops twice at Mount Pleasant; once for letters at one end of the long platform, and again for parcels at the other.

As soon as it stops, a couple of men step forward and move the containers - shaped like long cradles - on to tippers, which turn the containers upside down, emptying the bags on to conveyors running beneath the platform. In a few seconds the bags are emptied again into a 'bag elevator', which is really a big dredger, with great buckets which scoop up the bags as they fall and carry them up to a sorting office above ground.

While this is going on, letter-bags from the offices above are tumbling down the chute (which is exactly like a helter-skelter at the fair-ground) on to the platform, where they are piled into empty containers in readiness for the next train. It is all done very quietly and methodically; the three-minute service is operating, and everything goes like clockwork.

Meanwhile, our train moves on a hundred yards or so to the parcels end of the platform. The men can see at once from the ticket fixed to the containers which parcels are meant for them, and off they come and are wheeled, not to a tipper this time, but to a conveyor, a kind of endless carpet, moving uphill at quite a steep gradient. It is odd to watch the parcels as they drop on to the conveyor. Many of them seem to come to life, and act just like

 children. They do not want to go up the moving hill, so they dance and writhe, sit up for a minute and fall back, sometimes clutching their neighbour, turning head over heels, or just shaking with rage. After a few seconds these fits of obstinacy pass, and they lie down and disappear in the shadows of their upward journey.

But who is controlling all this, you might ask? Who knows when the men have finished unloading and loading? Well, as soon as the job is finished, and the train is ready to set off again, the head man of the platform staff presses a button. A red light appears, which means: 'Stand clear and don't touch.' At the same time, a green light meaning 'Set her off', appears in the underground switch-cabin, which is the nerve-centre of the system.

The officer in charge of the switch-cabin can see on a chart above his head everything that is going on. Disks of light tell him where the trains are and what they are doing. The switch-board itself looks like a large upright piano, with innumerable buttons instead of hammers, and levers instead of keys.

There is an amazing electrical network and control apparatus underneath Mount Pleasant station. There are, I was told, thirteen thousand electrical signalling contacts on the system. I saw wonderful diagrams, scores of fuse-boxes, huge accumulators, motors, and dynamos. Nobody seemed in the least puzzled by it except me, and again I asked myself where would this business of machines doing all the thinking end. But perhaps that was only my innocence.

There are two of everything in the Post Office tube - like Noah's Ark. The electricity supply can be obtained from two separate companies. If anything goes wrong with one, there is always the other. At Mount Pleasant there is an extra train in the sidings, so that if one has to be taken out for repair, another can be brought into service at once. As a matter of fact, the whole of the control apparatus at any particular station can be dispensed with, and the trains worked in and out of the station by hand-operated switches in locked cabins on the platforms. This is called the fire emergency system, and every three months or so, in order to keep everybody up to scratch, an offical will ring through to the engineer, and say 'A fire's

broken out at your station'. When that happens they all 'jump to it', and the change-over to the alternative emergency system can be carried out in thirty minutes with a three-minute service running to the time-table.

A fire did break out in 1935, just before Christmas, when the rush was beginning to make itself felt. It happened in the switch-cabin at Liverpool Street station. Imagine what would have happened if there had been no alternative system. The tube might have had to close down, possibly for days. Instead, the emergency apparatus was brought into action, and the railway took all the baggage without any difficulty or delay.

Every hour, forty of these trains, without any guards or drivers, and carrying nothing but letters and parcels, pass underneath some of London's busiest streets. And in each journey between terminal stations, these electrified robots save eighteen minutes as compared with the time a similar journey would take by road. It is not easy to estimate the amount saved on a foggy day, or when the streets are congested with extra traffic as at Christmas. But this remarkable underground railway carries annually loads equal to seven hundred and fifty thousand motor-van miles.

Each single train, twenty-seven feet long, carries four mail-bag containers, and each container holds an average of fifteen bags of letter mail, or six bags of parcel mail. The trains run in a tunnel nine feet in diameter, but, unlike the passenger tube, each tunnel of the Post Office railway has a double track with a two-foot gauge.

Stopping and starting the trains in the normal way is just a matter of cutting off or supplying the current. In other words, it is the job of the switchman in his cabin. In the early days, the trains did not always stop at the right part of the station. The porters would be waiting dutifully at one end of the station, and the robot would come merrily in and stop at the other end. This became a nuisance. Whilst we like to hear of machines that do not behave themselves, we must remember that routine certainly is what a machine is for. How could they get the driverless trains to come to rest at

the exact part of the platform where they were expected? Well, an ingenious plan was adopted. They stopped the train outside each station, and then sent it forward with just the right momentum necessary to bring it into 'dock'.

In between stations, the trains get up an average speed of thirty-five miles an hour. As the track nears a station, it climbs a gradient of one in twenty and the conductor-rail is 'deadened'. The result is that the train, which has been travelling at a good rate on the 'flat', cannot face the uphill track and comes to a standstill. It may wait for a second or two, then it is set off into the station at eight miles an hour. No overshooting the mark then, and a saving in brakes and wear and tear generally. When the train leaves the station, it goes down a slope of one in twenty, thus helping acceleration. Actually, this undulating track-system is applied wherever possible to London Transport's tube railway - uphill to the station and downhill away - and it is both a help and an economy.

Safety-first methods in the Post Office railway are also simple and effective. The line is divided into sections. No train can bump into the one in front for the reason that as soon as a train has passed over a section, the current in that section is 'dead', cut off by the train itself. And the section remains 'dead' until the train is one section further ahead.

Suppose something should go wrong. It would be impossible for the electrician to investigate while the trains were running, so the switchman renders the track in the affected area 'dead'. Nobody can make the mistake of setting things off again while the electrician is in the tunnel, for the reason that he himself carries the contactor key, the master-key for the area, with him.

A breakdown train is always handy in case of emergency. This train, with its driver, travels under its own power. It is, in fact, battery driven. Trouble would quickly arise if this train got on an electrified track. That is impossible, for it can only be moved from its siding by operating points which automatically switch off the current.

This fascinating underground service was not brought

to perfect service all at once. As I have said, it is the only one of its kind in the world, and the way of the pioneer, no matter how carefully and scientifically the plans are prepared, is one of trial and error. Wisely, the authorities decided to 'try it out' in the open first, so in 1914 they built an experimental track and watched a car travelling on it. From that they learned so much about electrical 'remote control', breaking, speeds, and curves that they were able to get on with the tunnel-building.

Now it is possible for London mail-bags to arrive at Paddington or Liverpool Street and to be taken to the sorting offices almost without being handled at all. I was told, for example, how letters posted at Penzance for London reach their destination. They are carried by an express train, which pulls up at Paddington main-line platform, where the 'holes' are already open waiting to receive the mail-bags. Our letters from Penzance are dropped through the platform, and down they go on the conveyor to the platform of the underground railway. Here they are sorted and placed in their container, which, in its turn, is placed on the train. Ready! Right ahead! The porters see the red light, and stand away; and the switch-room operator in his cabin sees the green light. That is his signal. He pulls the appropriate lever and off the train goes. When it reaches the right district station, the container is pulled from the train, wheeled to a tipper, discharged to a conveyor running under the platform, and so to the bag elevator, where it is raised in the dredger-like buckets to the sorting office above.

Apart from being sorted at Paddington and placed on their rightful distributing conveyor, the letters from Penzance have arrived at the London sorting office without being handled at any part of their journey.

For twenty-two hours out of every twenty-four these driverless trains are busy making their rounds between Paddington and Liverpool Street and six busy sorting offices, including the General Post Office and Mount Pleasant. It was a good idea. Nothing like it had been thought of before, but I was surprised to discover that there was a Post Office railway as early as 1863. That must have been the first underground railway built in London. It ran between Euston

station and the General Post Office. Trucks filled with parcels were dragged through the tube by a winch, and an old truck - quite a workman-like job - was found in the disused tube six or seven years ago. You can see it in the London Museum.

Editor's Note A further underground-slanted chapter from the above book will be reprinted in these pages soon.

THE TIMETABLE

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 with a selection of your Underground slides; black and white just as welcome as colour; bring your friends as well - with or without slides.

14.00 Saturday 25th May Conducted Tour of the Railways of the Croydon Area, led by Edward A.Treby. Edward Treby is an expert on the railways of this part of London, and a very instructive afternoon is promised. 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 bought before catching the 14.17 train; this tour will be partly on foot and partly by rail.

19.00 Thursday 6th June Library Evening at 62 Devonshire Road, Ealing, London, W.5. Please note change of day - in future, Library Evenings will be on the first Thursday of each month.

19.00 for 19.15 Friday 14th June An Illustrated Lecture by R.H.G.Thomas on "Some Old London Rail Services". Our speaker is a Lecturer on London's Railways for the University of London, and has a superb collection of slides - some of which will be shown tonight. This promises to be a highly instructive evening, and will be at Hammersmith Town Hall.

Friday 12th July A Film Show presented by Roger B.Manley; details next month.

Sunday 28th July Family Outing to Great Yarmouth; departure will be from Liverpool Street at 09.30, arriving Great Yarmouth 12.23. Return departure will be at 17.50, arriving Liverpool Street 21.13. Special fare for this excursion will probably be 32/- return. Names and numbers of families taking part to Secretary, 43 Crestway, London, S.W.15 please.