

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 92

Volume 8 No 8

August 1969

ESCALATORS THEN AND NOW

For a number of years now London Transport has been replacing escalators due for renewal with a new type having ribbed steel treads and unpainted brushed metal sides instead of the slatted wood treads and wooden sides of the older models. That the Board has been reasonably well satisfied with the new design is evidenced by their exclusive use for the Victoria Line.

But are the new escalators really as good as they might be? There are indications that they are not, and that it might pay LT to think again, and possibly to reserve their present replacement policy.

There have been a number of complaints heard about the new machines, so many in fact that there must be some grounds for complaint. Personal observation and frequent use of the new type give the first two causes for comment -

1. The steel treads are far too bright, making it extremely difficult to see the edges when walking up or down. The dazzle thrown up, particularly when the shaft has fluorescent lighting, is quite sufficient to cause discomfort to the eyes.

2. Not only are the treads too bright, but they are also too smooth, and give the passenger a much less secure "feel" when walking on them because of the slipperiness resulting from this smoothness.

The above are, as set out, questions of comfort, but comments from LT staff over the past few months have shown that there are more serious reasons to raise the question of the suitability of the newer version. Some of the staff who have spoken on the subject have been quite senior, and the following comments have been heard more than once -

3. Far more people are slipping and falling on the new type than on the old.
4. These falls result in far more serious injuries than was formerly the case, because the new treads are harder (metal instead of wood) and their edges are much sharper.

Now, to add further strength to the case for some sort of investigation, one of London's leading hospitals - St George's - has entered the fray with a statement -

5. A number of patients have been admitted to the hospital since the opening of the third section of the Victoria Line on March 7th suffering from injuries caused by falls on escalators - a type of casualty never before encountered by this hospital.

Admittedly, until 7th March Victoria station did not have any escalators, but a number of other stations in the immediate vicinity of the hospital have had them for many years, among them may be mentioned Sloane Square, Hyde Park Corner, Green Park, Marble Arch and Bond Street - which is a fair selection of the busiest stations in the West End. This statement by St George's indicates very clearly that all is not well, and that some sort of investigation is necessary. Safety has always been one of the crowning achievements of the London Transport railway system, and the Board and its Officers now as always take great pride in this; they will be as anxious as ever to maintain the record.

PICCADILLY LINE EXTENSION TO HEATHROW

LT has stressed the extremely strong case for early extension of the Piccadilly Line from Hounslow West to Heathrow Airport in a renewed appeal in June to the

Ministry of Transport for authorisation of the project.

LT says that the ever-growing passenger demand at the Airport, which will become more intense with the advent of jumbo jets, makes the need for a rail link serious and pressing. The link could be achieved quickly and profitably by means of the $3\frac{1}{2}$ -mile Piccadilly Line extension - the Underground already stretches to within two miles of Heathrow's boundary. The Airport, the largest in Europe, should, according to LT, be "plugged in" to the London Underground system (the world's most extensive metropolitan rail network) as quickly as possible. The extension would cost much less (under £14m), involve much lower fares (4/6d from Hyde Park Corner), be completed earlier (late 1972 or early 1973 with early authorisation) and provide a more frequent service (8 minutes or less in peaks) than any other possible rail link to the Airport. It should also show a substantial surplus, even after payment of interest charges, which would contribute towards offsetting losses on other essential services and in keeping fares down.

Parliamentary powers were granted in 1967, and since then there have been a number of new developments which have further strengthened the case for it. All preparations have been made and construction could start within three months of Government authorisation.

The extension, largely subsurface, would run from Hounslow West to a new terminus under the centre of the Airport, with direct access to the departure and arrival areas. There would be one intermediate station at Hatton Cross, beside the airport's engineering area with its thousands of workers.

Under the extension proposals, journey time from Airport Central would be 30 minutes to Gloucester Road and 35 minutes to Hyde Park Corner; an enormous point in favour of the extension is, of course, that passengers would be able to travel direct to a wide range of destinations on the Underground network instead of being channelled to a single in-town terminal and obliged to make a second journey from there to reach their final destination.

Other points made by LT are that the Piccadilly Line not only runs right through the heart of the central area, but gives a direct service to the major hotel areas of Gloucester Road, South Kensington, Piccadilly and Russell Square, and the Board states that, of the 42,000 hotel beds in Central London, 26,000 are within half a mile of Piccadilly Line stations. They also point out that in addition to being almost vital for transporting the 60,000 workers to the airport, the new station at Hatton Cross would be capable of providing spacious car-parking facilities and would thus attract extensive commuter traffic to central London. The Board also suggests that covered interchange points with other forms of transport, particularly taxis, could be provided at one or more in-town stations - Hyde Park Corner is suggested as being suitable for one of these.

On the anticipated traffic, LT propose an 8-minute service interval in peak-hours, with a 10-minute off-peak service. This service could easily be doubled if it was found necessary; another valid point is that the main peaks for airport traffic would not conflict with commuter peaks, and thus would use a great deal of the present spare capacity on the outer section of the Piccadilly Line. This would be particularly relevant at weekends, when air traffic is heavy but commuter traffic is light.

Baggage is not considered to be a problem, because weight restrictions placed on air travellers restrict the quantity they can take with them. It is suggested, however, that Underground stock could be fitted with racks similar to those now in use on the former tube stock on the Isle of Wight.

It must be now accepted that London Transport have a really cast-iron case for the building of this line - the mere fact that it is expected to run at a profit should be enough to see that authority is given at once for construction to commence. Whether it will, of course, is a different matter; British Ministers of Transport have for many years been sadly lacking in foresight in relation to Underground projects, and the Ministry officials are not particularly bright when dealing with railway affairs. So one can only hope.

OBITUARY - BILL WYATT

The Society has only just learned, with great regret, of the death last April of Bill Wyatt. It is quite possible that only a few of our members will recognise Bill's name, because by his nature he was retiring, did not attend very many Society functions and was not, in fact, a member for very long.

This does not mean, though, that his connection with TLURS was either short or slight; actually the Society owes a great deal to his assistance over a number of years.

Bill was uncle to our long-standing and loyal member from Aylesbury, John Reed, and it was in connection with events in that area that Bill was mainly concerned, and where he would have been met by those members who had the pleasure of his acquaintance.

Essentially a behind-the-scenes man, Bill contributed a great deal to the success of a number of Society events in Buckinghamshire when he gave unstinted and willing assistance to John in arranging the programmes, including by no means negligible help in physically deploying the heavier items of John's relics collection for the very popular displays in the garden of 16 Nightingale Road which ended several of our Bucks visits.

In another way, too, TLURS is greatly indebted to Bill. Over a number of years he has contributed, either directly or through John Reed, sizeable additions to the Society Library, which has been much enriched thereby.

It is always important to remember that, although certain members of the Society frequently get their names into print, and become well-known thereby, the success of TLURS does not by any means depend on them alone; nothing could be achieved without the loyal support of a large number who prefer to remain in the background, but who nevertheless contribute greatly to the success of our activities. Bill was just such a man, and he will be greatly missed.

CLAPHAM MUSEUM - RECENT DEVELOPMENTS

Although so far there has been no indication that the Government intend to change their plans to close the

Museum of British Transport, it is becoming increasingly evident that they are going to have much greater difficulty in doing so than they ever anticipated. After almost a year when the opposition to closure was building up but not seeming to get anywhere, the last few months have seen a dramatic change in the situation. A large number of influential people in public life have rallied to the aid of those who have fought the proposals from the start, and their help is beginning to be effective. One of the most important recent developments has been the formation of a Parliamentary Action Group to fight the closure; this is lead by the Hon. Nicholas Ridley, M.P., and is an allparty group. Several meetings have been held in the House of Commons, a series of Questions have been tabled for answering by Miss Jennie Lee in mid-July, to be followed a few days later by Questions for answer by the Prime Minister; a letter to the Editor of The Times is planned and may have appeared by the time this appears in print, and finally (and very important) a Transport Museum Defence Committee has been set up; the immediate objectives of this Committee are to raise a Fighting Fund, and to use it to publicise the errors of the Government's ways in as many media as practicable - meetings, press releases, car stickers are all being considered and the first press notice has already gone out. Contributions to the Fighting Fund should be sent to the Defence Committee's Treasurer at 62 Billet Lane, Hornchurch, Essex, RM11 1XA. Please donate as soon as possible, as time is not on the side of the defenders of the Museum.

Reviews

Books

Alan A. Jackson; London's Termini; 368 pp + 24 pp plates and 1 coloured frontispiece, with 28 maps, plans and illustrations in text; Newton Abbott, 1969; David & Charles; £3-3-0 before 1-1-1970, £4 thereafter.

This latest book by the Society's first President is of the same excellent standard as his previous writings, many of which will be well-known to readers. It is not, of course, primarily a book for Underground enthusiasts, dealing more as it does with the main line railways, but references to the Underground connections

are numerous, and for anyone wishing to consider the LT system in the context of its environment this book is essential.

The layout is very simple; after an introductory chapter, each of the main line termini is dealt with in a chapter of its own, with the exception of Blackfriars, Ludgate Hill and Holborn Viaduct which, because of their inextricably linked histories are dealt with in one chapter. These are followed by a series of appendices giving opening dates and various statistics, a list of references and a very workmanlike index which completes the work. Illustrations are plentiful and good, many of them being unfamiliar, while the text is very well supplied with plans of the various stations at different stages of their development.

There is little point in commenting on the text; with Alan Jackson as author, both erudition and readability are guaranteed. There is really only one thing to do about this book - buy it before the price goes up at the end of the year.

John R.Kellatt; *The Impact of Railways on Victorian Cities*; xxxii + 470 pp + 12 pp plates, with numerous maps, plans and diagrams in text; London, 1969; Routledge & Kegan Paul; £4-0-0d.

This is not really a book about railways at all. Published as one of the Studies in Social History series, it is devoted to the sociological and town planning effects of the introduction of railways to the Victorian scene.

The author is Senior Lecturer in Economic History at the University of Glasgow, and has made an excellent job of this very comprehensive survey of the general situation created by the railways, which is followed by detailed case histories of the impact on five, the five largest, British cities - London, Birmingham, Glasgow, Manchester and Liverpool. Three of these places boast underground railways, of course, and in the London section there is plenty to interest the Underground enthusiast. Perhaps not a completely necessary book for the strictly railway-minded, but absolutely invaluable to anyone concerned with the background scene. Strongly recommended.

Transport Museum Register; London, 1969; The Transport Trust; 44 pp 8" x 6 $\frac{1}{2}$ " duplicated and stapled in paper cover; 1/6d.

This first edition of what promises to become a definitive publication on the subject was produced at the request of Trust members, who wanted a handy work of reference to the transport museums of the country. It is intended to revise it regularly by bringing out new editions, but in the meanwhile the present issue is a very encouraging start; the compilers have not had an easy task, as there are so many museums in Britain which, while not transport museums, have items of transport interest. The research involved in producing the book has, therefore been colossal, because there was nothing to work from, the compilation starting from scratch.

There are errors and omissions, which is only to be expected, but some 60 collections are listed, giving names, addresses, opening times, details of parking facilities available and public transport services, admission charges, whether refreshments are available, also catalogues, and brief details of the transport collection's contents. A very useful publication, and well worth the price.

Journals

The Lambethan; Issue No 21; published by the London Borough of Lambeth.

This issue of Lambeth's borough magazine (which, incidentally is the last as it has been axed on economy grounds) contains a quite interesting, though brief article on the Brixton Extension of the Victoria Line entitled "Boring to Brixton". This naturally goes in to a fair amount of purely local detail, but also gives general news of the new tube line. Incidentally, too, the same borough has issued quite an interesting leaflet in conjunction with London Transport, entitled "The Victoria Line and the London Borough of Lambeth". This is intended for the information of tenants and landowners affected by the building of the extension, but is particularly interesting to the enthusiast for a street map showing the course of line.

"PICCALOO" TO KINGS CROSS
H.Lourdes-Cresswell

Once more the intention to extend the Holborn-Aldwych branch of the Piccadilly Line has been proclaimed, the latest among 60 years of schemes to make better use of this never fully utilised line.

Aldwych station was intended to be the southern terminal of the Great Northern and Strand tube line, first conceived in 1898 to run from Wood Green to the Strand. Since the day of its opening it has been a dead-end branch, the result of an amalgamation of its parent company with another projected line, the Piccadilly and Brompton.

The combined lines, entitled the Great Northern Piccadilly and Brompton - now part of the Piccadilly Line, opened in 1906 from Finsbury Park to Hammersmith, after a connecting tunnel had been built between the two lines from Piccadilly to Holborn, leaving Aldwych - then called Strand - to be served by a shuttle service from Holborn ever since.

The original twin tunnels still exist on this branch, although only one is now used and that at peak hours only. The only major works required will be the tunnels under the Thames and a new station. It would be ideal if the subterranean mysteries of Waterloo allowed cross-platform exchange with the Northern Line to be arranged, providing a path from South London to a point between Bank and Trafalgar Square, on the Strand-Fleet Street axis.

At the Holborn end cross platform interchange already exists on the northbound line, as well as a physical junction for through running trains towards Finsbury Park and Cockfosters. A moderate amount of extra work on the southbound line would give similar facilities on the line permitting through trains to join Waterloo and Kings Cross and St. Pancras and the northern part of the Piccadilly Line. The potential passenger usage should be given consideration before it is discarded out of hand. This was the principle on which Golders Green station was opened, at a time when it was little more than a cross roads on the map.

Possible congestion on the line north of Holborn should not be allowed to prevent its development. For instance, it would not be impossible to terminate some Hounslow and Uxbridge trains at Holborn; the crossover already in existence between Holborn and Covent Garden stations may not be acceptable in its present form, but would it be a major project even if an entirely new one had to be built?

Alternate routeing of trains is accepted at Acton on the Piccadilly Line, as well as at Kennington, Euston and Baker Street. Travellers between the main line terminals concerned - and probable strangers to London - would welcome one less change, especially if "Little Willy" is already crying.

LETTERS TO THE EDITOR

8th May 1969

Sir,

With reference to recent correspondence on destination blinds, may I add a few observations of my own.

Destination blinds are of two types, the first having the destinations arranged in alphabetical order; the second, and newer type, are not so arranged, and have larger and less neat lettering. The new type can be seen on some cars of all stocks equipped with blinds, and station names are now displayed in full, e.g. DAGENHAM becomes DAGENHAM EAST, HIGH STREET becomes HIGH STREET KENSINGTON (in two lines), EALING becomes EALING BDY, etc.

Some unusual destinations not so far mentioned are :- DEBDEN and GRANGE HILL - Central Line peak hour destinations. WEST KENSINGTON - Piccadilly Line, new blinds only, where some early morning trains reverse.

CIRCLE - District blind on R stock.

HILLINGDON - Piccadilly Line peak hour destination.

GREEN PARK and EALING COMMON are omitted from the new Piccadilly blinds.

As far as the Green Park service is concerned, there was, if I remember correctly, an attempt to run a midday service there commencing in the Spring of 1958. A 7-car train was divided at Cockfosters, the 4 cars running to Hounslow or Uxbridge, while the 3-car set worked to Green Park, and then ran a Green Park-Wood Green shuttle service.

The idea seems to have met with a great deal of opposition from passengers, especially during the bus strike of May and June, and it only lasted for a few months.

HYDE PARK never appeared on blinds and I have never seen it on plates either. There is still an ENFIELD WEST plate on the Piccadilly Line, and there was a plate on the District with NON STOP on one side and ALL STATIONS on the other. Also, there may have been a GREENFORD plate on the Central Line, as I seem to recall that some trains used to reverse there before the siding was put in at Northolt. There is still a PLAISTOW plate in use on the 07.48 District train from Ealing Broadway, which is usually composed of CP stock.

Finally, it may be noted that destination blinds are not new; they appeared on the Metropolitan in 1906 for a short while, and then on some of the early Standard stock cars between 1923 and 1926. They did not come to stay until the advent of the R stock in 1947.

Yours faithfully,

1B Marchwood Crescent,
Ealing, London, W.12.

P.R.Connor

25 May 1969

Sir,

The District Railway

With reference to the letter from Mr. Lourdes-Cresswell in the Journal for May.

When the Whitechapel & Bow Railway was first opened to public traffic trains ran through to East Ham, but some terminated at Bow Road where they reversed. As that station was not quite ready for opening all passengers in such trains were required to alight at Mile End.

167 Cornwall Road
Ruislip, Middlesex.

H.V.Borley.

9.6.1969

Sir,

The Dartford Loop Line: R.W.Kidner

There is a small error in "The Dartford Loop Line" booklet.

On page 17, line 26 the date should read "30th September, 1935"
(NOT the same year as given two lines above)

167 Cornwall Road,
Ruislip, Middlesex.

H.V.Borley.

9.6.1969

Sir,

Regional History of Railways, Vol. 3
Greater London. H.P.White

Members who have purchased a copy of this book may like to note the following amendments.

- Page 58. The Kingston & London Railway was to have commenced at Surbiton and never obtained powers for the section south of Surbiton.
- Page 58. Wimbledon station has 10 platforms (not 13).
- Page 64. Closing of Cannon Street. Dates to read:-
Closed at 15.00 on Saturday 5 June 1926;
reopened at 04.00 on Monday 28 June 1926.
- Page 128. W.L.E.Line. Date of withdrawal of advertised service was probably 20 October 1940.
- Page 189. Shenfield-Chelmsford. The work of conversion DC to AC was not completed until 20 March 1961. In the interim the service was maintained by Diesels.
- Page 199. Bow-Bromley curve was used by Broad Street-Southend train until 1935, and by special excursions until about 1955.
- Page 209. Trains between Fenchurch Street and the G.E. line ran until 1949; last service 5 November 1949.

167 Cornwall Road,
Ruislip, Middlesex.

H.V.Borley.

8th July 1969

Sir,

With reference to the notice of 'London Transport Locomotives and Rolling Stock' on p.111 of 'Underground', I would like to point out a mistaken caption on p.45. The upper photograph in fact shows a Bakerloo train approaching Dollis Hill, and not Neasden.

The Laurels, Park Road,
Wivenhoe, Colchester, Essex.

Yours faithfully,

Richard Graham.

NEWS FLASHES

NF829 With effect from 5-7-1969 candle lights are being withdrawn from all Underground cars except Q stock.

NF 830 On 17-6-1969 a District Line signal or points failure at Hanger Lane bridge brought R stock trains on to the Hounslow line once more; 2 trains stabled at Northfields and another proceeded to Hounslow West - this last believed to be set 33, the east end motor being 22267.

NF 831 During the early morning of 7-7-1969, car 1013 - the east end motor of the west end unit, or otherwise the middle car of the train - dropped a shoebeam and derailed its east end bogie on the westbound fast road at Northfields.

NF 832 On 7-7-1969 a signal failure at Acton Town delayed Piccadilly Line trains by up to 40 minutes.

NF 833 The 1969 Birthday Honours List contains two items of interest to enthusiasts. John Betjeman, poet who has written so frequently with railways (including the Underground) as his theme or his background, becomes a Knight Bachelor; and H.G.Follenfant, Chief Civil Engineer to the London Transport Board, is awarded the C.B.E. for his services to the construction of the Victoria Line.

NF 834 Because of complaints about the premature closing of gates on the 4-door type of automatic ticket barriers, London Transport are experimenting with modifications to the photo-electric cell mechanism.

NF 835 The one-day strike of LT signalmen on 3-7-1969 did not really cause the chaos the strikers hoped for; for one thing, not all the men struck, so that services were running on most lines - even though they were very restricted and somewhat truncated. The only Lines not to run at all were the Circle, Bakerloo, Hammersmith & City, East London and Northern City. Also the other travel facilities seemed to cope better than expected with the displaced passengers. The strike was unofficial, and the cause was the difference of 3/- per week between the pay rise offered by LT and accepted by the Union, and the pay rise wanted by the men. In the House of Commons, a Labour MP - Mr Andrew Faulds (Smethwick) called it "bloody-minded," and for three bob a week that just about sums it up.

SOCIETY AND OTHER NOTICES

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POSTAL AUCTION

Thanks to the generosity of a member, the Society is able to offer a selection of Underground Route Diagrams, Maps and Timetables. These are listed below, and are offered for postal auction; bids should be sent to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, to reach him by 31st August. In some cases, more than one copy is available, and condition may vary; when this applies, please bid stating condition you are willing to take at the price. The list of available items is as follows

<u>TITLE</u>	<u>CODE</u>	<u>CONDITION</u>
Underground Lines No 3 1939	No code	(a)
" " No 1 1943	343.587.300M	(a) (b) (c)
" "	245.360G.765M.	
	N ^o 1. 1945	(a) (b)
Underground (large format)		
No 1 1947	1246/3594F/250M.	(a) (b) (c)
Welcome to London	1150/2737H/1,000M	(a) (c)
Railways January 1951	1050/2438Z/1000M	(a) (b) (c)
Railways 1954	754/1505/350M-	
	754/1545D/100M	(a) (b)
Railways 1955	355/542D/500,000	(b)
Railways 1956	256/352M/200,000	(a)
Underground 1957	1156/2672D/1,000,000	(a) (b)
August Holiday train service	38.2970.50	(a)
Central Line Extension West		
- see Note 1	547/1156 100000	(a)
Timetable May 5, 1941		
- see Note 2	No code	(b)
Note 1 - This covers extension to Hanger Lane, Perivale and Greenford.		
Note 2 - Met & GC Joint and Met Timetable No 2 1941		
Gives complete service Aldgate/Marylebone - Uxbridge/Watford/Chesham/Quainton Road.		
First/Last Picc Cir - Uxb; E & Cas - Stan;		
Shoreditch - New X/New X Gate		

Condition (a) Mint/excellent; (b) slightly soiled/Marked
(c) Poor

DISTRICT LINE CENTENARY TOUR

Members will find enclosed with this month's Journal an Itinerary and Application Form for this tour, which promises a most enjoyable day. Mr. R.H.Edwards, the Organiser, has very kindly promised to reserve a coach or two for TLURS members provided enough book places. So, it is up to us to get applications in as soon as possible.

PARIS METRO

The Committee are at present considering the possibility of a weekend visit to Paris in the spring of 1970 to visit the Metro system. Arrangements would be made for an alternative programme for wives and girl-friends to keep them amused while members are on depot visits and tours of the system. If you are interested, would you please let the Editor know as soon as possible; estimated cost cannot be given yet, as it will largely depend on the number travelling - so when you write, state how many there will be in your party.

CLASSIFIED ADVERTISEMENT

WANTED to fill a gap. Underground February 1968 Issue. Good price paid. E.D.Chambers, 11 Turner Road, Edgware, Middlesex.

THE TIMETABLE

Saturday 16th August Visit to Lillie Bridge LT Depot. Names at once to S.E.Jones, 113 Wandle Road, Morden, Surrey. Full members only eligible - send sae with application.

Sunday 24th August District Line Centenary Tour organised by R.H.Edwards. Commencing from Wimbledon at 10.59, ending at High Street Kensington 16.22; Fare 20s - cars reserved for TLURS members - no age restrictions. Itinerary and Booking Form enclosed with this issue - apply at once.

Library Evenings commence once more -

18.00 Thursday 4th September Library Evening at 62 Devonshire Road, Ealing, London, W.5. - nearest station Northfields.

Lithoed by The Celtic Bureau, 93/94 Chancery Lane, London, W.C.2. and published by TLURS, 62 Billet Lane, Hornchurch, Essex RM11 1XA.