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THE NEW MANAGEMENT

The Greater London Council will take over the undertaking of the London Transport Board on 1st January 1970 - or at least it will take over the Underground and the Central Buses, the green buses of the Country services going to the new National Bus Company, together with Green Line.

It remains to be seen whether the travelling public will benefit or not; present signs are confusing and contradictory. The GLC has remained adamant in refusing to take over LT until it was free of debt, so that the Ministry of Transport has been forced to agree to write off the whole of the capital debt of the Board, amounting to £250m. This is a good start, in that it will save the travelling Londoner some £12m in interest charges each year. On the other hand, Mr Desmond Plummer, Leader of the GLC, did not succeed in persuading the Government to inject more capital into the undertaking yet, so a fare increase is threatened for early in the New Year to enable the new authority to run the services without incurring a loss; at present it is thought that the 9d and 1/3d bus fares will be increased to 1/- and 1/6d outside the central zone, thus bringing them into line with fares in the centre.

The public transport services will at first be in the charge of the GLC's Policy Steering Committee, of which Mr Plummer is the Chairman; the present London Transport Board, appointed by and responsible to the Government, will be replaced by a London Transport Executive which will answer to the GLC. All the present members of the Board will serve on the Executive

with the exception of the present Chairman, Sir Maurice Holmes, who did not wish to continue in office. The Executive will be strengthened by the addition of Mr Sidney J. Barton, an officer of the National Union of Public Employees, as a part-time member, while the new Chairman will be Sir Richard Way. Sir Richard, a former Civil Servant who left the Ministry of Civil Aviation in the early 1960's for an administrative post in industry, is 55 and will receive a commencing salary of £15,000 per annum, rising to £17,000 in January 1971. His contract is for five years.

Sir Richard is a Londoner, having been born near Oxford Circus, and is a former student at the Regent Street Polytechnic; he is also reported as being a devoted user of London's public transport.

One new development which could be of great value if it is properly used is the proposed London Transport Passengers Committee, which is to be set up on 2nd January 1970, will consist of 25 members and will deal with complaints and suggestions from users of the services. The Chairman will be the present Chairman of the Transport User's Consultative Committee for London, Major-General Sir Lancelot Cutforth, the other members being appointed from local associations and other interested organisations.

A change in the organisation of LT's planning department was announced on the 31st October. As a result, Mr. E.R. Ellen, formerly Senior Planning Officer is appointed to the new post of Director of Transportation Planning and will be responsible for the tactical planning of the LT system. Mr A.O. Knight, hitherto Planning Officer (Special Projects) becomes Senior Planning Officer dealing with roads and traffic matters concerning urban renewals and long-term services planning, and liason with the Transport Users' Consultative Committee for London. Mr. E.L. Rockwell, formerly Principal Planning Assistant, is to be Planning Officer, with responsibility to Mr. Ellen for railway planning, the economic advisory service, social benefit studies

and statistical studies; Mr Rockwell becomes an Officer of the Board. Finally, Mr. P.E.Garbutt, up to now the Deputy Secretary and Works Officer is to become Director of Transportation Policy. His responsibility will be to co-ordinate major development proposals, formulating LT's development policies and objectives, liaison with other authorities on investment projects and programmes, and organising the consultancy services.

If this planning is to be successful, the major task of the new team will be to see that more notice is now taken of the views of LT by the GLC than has ever been taken by the Ministry of Transport. A great deal is waiting to be done now, and some move should be made on one or other of the proposals already authorised by Parliament very quickly if additional expense is not to be incurred because the teams in existence now are dispersed.

FROM VICTORIA TO BRIXTON

Frederick F.Brown

Information was given in the May 1969 issue of Underground about distances and journey times on the Walthamstow-Victoria section of the Victoria Line, and it will doubtless be of interest to members to have some advance information about the Victoria-Brixton extension of this Line, now under construction, as well as some general idea of the times that will be taken between stations.

From Victoria station, where the existing tracks are on a SSW-NNE alignment, the route turns anti-clockwise through almost a right-angle to the first new station at Pimlico (in the vicinity of St George's Square by Lupus Street) - a distance of 0.69 mile. Proceeding from there with a slight turn in the reverse direction, it will pass below the bed of the river Thames, with tunnel tops about 20ft below, to its next station at Vauxhall (the entrance being where the western side of the end of Wandsworth Road meets Bridgefoot). This will be 0.45 mile from Pimlico. The route then turns southwards until passing below Vauxhall Park; afterwards following a straight course as far as Albert Square, where it

turns again in the same direction to come, after a further 1.05 mile, alongside the existing platforms of the Northern Line at Stockwell, where the same-level interchange will be possible between the two lines. At Stockwell the route direction has returned almost to its original alignment as at Victoria, but in the remaining 0.95 mile to its terminal station at Brixton (between Atlantic Road and Electric Avenue, where these meet Brixton Road) it turns anti-clockwise through an angle of 114° , to finish up on an alignment that is almost W-E.

With these distances adjusted for the curves which the route will take, the approximate start-to-stop journey time between stations, as for tangent-level track and non-peak operation will be:

	<u>Southbound</u>	<u>Northbound</u>
	Mile m.sec	Mile m.sec.
Victoria-Pimlico	0.68 1.30	0.70 1.32
Pimlico-Vauxhall	0.45 1.08	0.45 1.08
Vauxhall-Stockwell	1.08 2.04	1.02 2.00
Stockwell-Brixton	0.92 2.18	0.98 2.10

Allowing 20 sec. for each station stop, this will give the following timings:-

	<u>m.sec</u>		<u>m.sec</u>
Victoria dep.	0.00	Brixton dep.	0.00
Pimlico "	1.50	Stockwell dep.	2.30
Vauxhall "	3.18	Vauxhall "	4.50
Stockwell "	5.42	Pimlico "	6.18
Brixton arr.	8.00	Victoria arr.	7.50

Note: for peak-hour operation there is a slight increase in the travelling times plus additional standing-time at platforms.

RECONSTRUCTION OF FINCHLEY BRIDGE

Work commenced in August on the reconstruction of the bridge carrying Nether Street, Finchley over the Northern Line by West Finchley station. The old bridge, aged 97, has a 57 ft span on a 68° skew; the old abutments are being stabilised with post-

tensioned anchor ties using the Bauer injection system - the first time this method has been used on a London Transport bridge. The old bridge structure is being replaced by a transversely post-tensioned composite pre-stressed deck.

The contract, worth about £45,000 is being carried out by Caffin & Co. Limited.

DISTRICT ELECTRIC ROLLING STOCK

2

P.R.Connor

Satisfactory results having been achieved during the Ealing and South Harrow experiments, plans went ahead for the electrification of the District's main lines. To provide services for these a total of 420 new 'B' Stock cars were ordered from the Metropolitan Amalgamated Carriage and Wagon Co., the Brush Electrical Engineering Co., and various French and Belgian builders. The numbering of the cars and their builders were as follows:-

<u>End Motors</u>	<u>Total</u>
Brush 5, 10, 15, 20, etc up to 100 inclusive	20
Met. Amal. 6-9, 11-14, 16-19, 21-24, 26-29	20
Luneville 31-34, 36-39, 41-44, 46-49, 51-54	20
Blanc Misseron 56-59, 61-64, 66-69, 71-74, 76-79, 81-84, 86-89, 91-94, 96-99, 101-104, 106-109, 111-114, 116-119, 121-124 126-129	60
 <u>Middle Motors</u>	
Brush 203-214	12
Met. Amal. 215-220, 222-226, 264	12
Luneville 221, 227-263, 265-274	48

Trailers

Brush	309-346	38
Met. Amal.	347-384	38
Panton	385-404, 470-480, 526-536	42
Ivry Port	405-425, 481-501	42
St Denis	426-469, 502-525	68

All these cars were ordered in May and June 1904, and further orders were placed with Blanc Misseron in December 1905 for 30 motor cars, and with Brush for 40 steel trailer cars in February 1906. However, as these cars would have been surplus to requirements, the orders were cancelled some months later. The continental names given in this list refer to the places where the cars were built, as this was the method used to describe them in records, but the principal contractor was Les Ateliers de Construction du Nord de la France of Blanc Misseron. Further contracts were awarded to de Deitrich & Co., Desopiches David & Co., Cie. Francaise de Material de Chemins de Fer of Ivry Port and Cie. Generale de Construction of St Denis, who all appear to have been subsidiaries of, or sub-contractors to the Blanc Misseron firm. Delivery commenced in February 1905 and continued through the remainder of the year, the last cars arriving in January 1906.

The construction of these cars was basically the same as that of the prototype trains, but certain improvements were introduced, not the least of these being the complete enclosure of the entrance platforms, and the provision of sliding doors in place of the gates. These doors, and the centre pair, were air operated under the control of a three-way valve, which was worked by the conductor at one end of the car. Two positions of the valve allowed the doors to open on one side or the other, whilst the third position closed them. When the guard at the rear of the train had closed his doors he signalled to the man on the next car, by means of a bell operated by a wire in a steel tube running the length of the car. When this man was ready, he in turn signalled to the next car, and

so on down the train to the driver. The doors and end panels of the cars were glazed above the waist, and the side windows were larger and fewer in number than on the 'A' Stock. The toplights were more conventionally shaped, and were arranged in pairs over each window. The only curve in their construction was at the base, adjacent to the main window, whose top edge was curved to match. This apparently insignificant feature is important, as it is almost the only way of distinguishing between these cars and the 'C' and 'D' Stocks of 1911.

Other innovations included the use of thin gauge aluminium panels on the body sides, sliding communicating doors, and headlights in sets of five on the leading ends of motor cars. One light was fixed over the communicating door, whilst the others were placed at the four corners of the rectangle formed by the end panels below the cab windows. On the 'A' Stock the driver had his controls on the right-hand side of the cab, and he was provided with a very large look-out window which occupied more than half the width of the cab front. The communicating door was positioned in the remaining space on the left-hand side. With the 'B' Stock, however, the door was narrower and in the centre, and the controls were on the left, thus the driver's window was much smaller. Some of the end motors had luggage compartments, which were smaller than on the 'A' Stock, allowing 40 longitudinal rattan covered seats. Other motors had 48 seats and trailers had 52, some of these being transverse. There seems to be some doubt as to which cars had luggage compartments, but photographic evidence suggests that they were confined to those end motors built by Brush. Difficulties also arise when attempting to calculate the distribution of first class seats. The District made no distinction as regards seating when numbering cars, and references in the Board Minutes tend to confuse things further by describing all cars as first class, even if some were composites. However, those first class seats which were provided were suitably decorated in crimson plush, and some cars were partitioned to separate the smoking

and non-smoking areas. All cars measured 49ft 6 $\frac{1}{2}$ ins in length, 8ft 10 $\frac{1}{2}$ ins in width and stood 12ft 3 $\frac{1}{4}$ ins above rail level. Motor cars weighed 31 tons, trailers 20 tons.

Electrical equipment was supplied by B T-H and was similar to that on their prototype train. Tests on the South Harrow line with the 200 h.p. GE69 motor had proved satisfactory, and 400 of this type were ordered for the 'B' Stock. The cast steel motor bogies, known as type 'A', had a longer wheelbase than the S.Harrow cars, measuring 6ft 6ins: the type 'K' trailer bogies were an improvement on the original type, but had the same five foot wheelbase. An air compressor was fitted on each motor car, most of them being provided by the National Electric Co., to supplement the Westinghouse brake and door control system. Unlike the tube lines, the District was permitted to run power cables between cars. Power bus-lines connected all the pick-up shoes on a train which ensured a constant supply of current as long as any one positive and any one negative shoe was on a current rail. All jumper and air hose connections were made below the headstocks, except for the lighting jumper, which was at roof level. Stearn and Ward's automatic mechanical couplers were fitted between all cars, and above each was a cast steel corrugated buffer block.

Inside, the cars were finished in polished mahogany, with asbestos millboard ceilings painted white and decorated in gold. Between 20 and 35 electric lamps (according to the type of car), were fixed in batten holders hung from the lower clerestory rail, and were wired in sets of five in series. Twelve electric heaters were provided in each car, but for warmer weather conditions ventilators in the clerestory could be opened by means of levers at the end of the car. In addition, the toplights could be slid up into a cavity beneath the cant rail if further ventilation was required.

The exteriors of the cars were painted vermilion, with the words DISTRICT RAILWAY in gold along the panel

below the cant rail, and the car number in the centre of each waist panel. Roofs were white and underframes, and all below, black. The original train formation was the same as for the 'A' Stock (namely, EM-T-T-MM-T-T-EM), but shorter trains were run during off-peak periods. These cars worked over all the District's lines as they were electrified, and also operated in multiple with the 'A' Stock over the South Harrow and Hounslow branches.

The District also had ten electric locomotives, numbered 1A-10A, which were built by Metropolitan Amalgamated R.C.&W. Co. They were equipped with four GE69 motors and had drivers controls at one end only. In outward appearance, they resembled the 'B' Stock, but were much shorter, measuring only 25 feet in length. Initially they were used for hauling London & North Western Railway Outer Circle trains between Mansion House and Earls Court, but from 1909 they were to be seen working Inner Circle services with a loco attached to each end of a set of trailer cars. Two service locos, weighing 36 tons and measuring 50 feet in length, were also built by Metro. Amalgamated and delivered in 1905. They had the same equipment as the passenger locos, but were fitted with driver's controls at both ends, and were used for hauling ballast and breakdown trains. Each was fitted with two small hand winches for loading and unloading purposes. They were apparently numbered 21A and 22A, the only clue to this being the Board of Trade report on an accident at North Ealing in 1905 in which No 21A came into collision with a 'B' Stock trailer car which was so badly damaged it had to be scrapped.

The two service locos did not last long, as they were withdrawn in 1910 when the electrical equipment was removed for use in new multiple-unit stock, and in 1911 they were converted to flat cars.

NEW LT PAMPHLET

London Transport have just published another of their excellent pamphlets to help the London visitor and enquiring resident. This, called "London's Industrial Archaeology", has 18 pp text and is priced at 6d.

FURTHER REDUCTIONS IN LT SERVICES TO PUBLIC

Recently there has been a spate of announcements from 55 Broadway which, taken together, add up to one thing - a further diminution in the service rendered to London's travelling public by the Underground.

Leaving aside the aura of badwill caused by the series of one-day strikes by guards over a pay dispute, it must be admitted that some changes have been forced on the Board by staff shortages, lack of rolling stock (also largely due to a labour dispute at Acton works) and other extraneous causes. But other changes are purely policy decisions; as these are to take effect in the New Year it can be assumed that they have been agreed with the GLC in advance of their taking over, and give credence to the fears of those who think the Council are obsessed with the transport undertaking running at a profit irrespective of the damage done to services - and ignoring the extra cost of road works which will become necessary if passengers are driven from public transport to use of their own cars.

Northern Line services have already been altered to allow for stock shortages; now the Bakerloo has followed suit. With effect from Monday 3rd November 1969 a new temporary timetable has been in force to eliminate irregular gaps in the service caused by shortage of stock due to mechanical trouble, largely defective compressors, which cannot be rectified because of the strike of mechanical craftsmen at Acton works and some other depots.

The Bakerloo through peak-hour service to and from Harrow and Wealdstone - four trains in the morning and seven in the evening peak - have been withdrawn, though the four through trains from Watford Junction in the morning peak returning to Watford Junction in the evening continue to run. Stanmore branch services suffer by the withdrawal of some morning and evening peak trains between Stanmore and Wembley Park. Off-peak and weekend services are not being withdrawn or altered at all. And the changes are definitely announced as temporary ones by LT.

The other alterations, all policy decisions and all scheduled to take place "from early in the New Year", are much more disquieting and can be summarised as follows.

Central Line

Epping-Ongar service to be completely withdrawn on Sundays, consequently closing North Weald and Ongar stations all day on Sunday (Blake Hall is already closed Sundays).

Fairlop and Roding Valley stations on the Hainault loop line to be closed throughout weekends (Fairlop is already closed on Sundays).

Metropolitan Line

Chesham branch is to be closed on Sundays, thus closing Chesham station on that day.

Watford branch Sunday service is to be cut from four to three trains an hour.

Amersham is still to be served by a half-hourly service on Sundays, but instead of two fast trains an hour connecting with the British Rail diesel service to and from Aylesbury as at present, one will be fast and the other slow, calling at all Metropolitan Line stations. The fast service calls only at Harrow-on-the-Hill and Finchley Road between Moor Park and Baker Street.

East London Line

Shadwell station is to be closed on Saturdays (It is already closed Sundays).

District Line

Ravenscourt Park and West Brompton stations are to be closed on Saturdays and Sundays.

Circle/District & Circle/Metropolitan Lines

Barbican, Cannon Street and Temple stations are to be closed all day on Saturdays. At present they are all closed on Sundays and Cannon Street closes at 16.00 on Saturdays.

Northern Line

Mornington Crescent station to be closed Saturdays and Sundays.

Northern City Line

Essex Road station to be closed on Saturdays (being already closed Sundays).

All these proposed changes have been announced by London Transport within the past few weeks accompanied by some sort of apologia. Significantly, each of the announcements includes the sentence "We do not like having to reduce facilities in this way but London Transport has a clear duty to pay its way, and we consider there is no alternative in these cases". As was remarked in the House of Commons when the Transport (London) Amendment Bill was being debated on the 14th November, there are such things as increased efficiency. At present London Transport passengers are being given a very monotonous diet of increased fares for a reducing service; this trend is by no means confined to LT - such other public services as the Post Office are adept at the same sort of thing, but that is no justification.

NEWS FLASHES

- NF 858 Brake Van B552 (1890, 11 tons) was broken up on 15-10-1969 at Ealing Common.
- NF 859 Brake Vans B553 and B554 (1914, 10 tons) and another believed to be B567 (1895, 10 tons) were broken up and/or burnt on Sunday 2-11-1969 at Neasden.
- NF 860 Pannier Tank L92 has been taken by road to Bridgenorth - headquarters of the Severn Valley Railway. It is reported to have been in steam several times since its arrival.
- NF 861 Pannier Tank L90 has been cleaned recently and was turned on Neasden turntable on 5-11-1969. It was used on the Croxley Tip working on 6-11-1969 and carried several members of the Oxford University Railway Society in the brake vans B558 and B581. An "O.U.R.S." headboard was fitted to the loco.
- NF 862 L90 was used again on another special on the

evening of 6-11-1969. Arranged in secret as a surprise, the train attracted a lot of attention, and received considerable publicity in the press after the event.

Arranged by his friends in LT, the trip was to honour the retirement of Mr. R.C.Hider, Assistant Operating Manager; the train, in addition to L90 comprised two brake vans, and left Neasden at 20.40, travelled via Baker Street to Farringdon, where it crossed to the Widened Lines, and then to Barbican. The brake vans were left in the platform there while the loco ran round via Moorgate and Barbican crossovers, and then propelled the vans into Moorgate where the party embarked after photographs had been taken by an official photographer. The party embarked at 21.30, and the train returned by the same route, passing Farringdon at 21.45. Mr.Hider commenced his career with the London Underground 48 years ago on the Metropolitan.

- NF 863 The May & Baker Siding just East of Dagenham East station had been lifted by the end of August 1969. The connection between this siding and the London Tilbury & Southend Line metals was the only point that BR lines cross those of LT between Campbell Road Junction (Bromley-by-Bow) and Upminster - except for the connection between the Romford Branch and the LT&S main line to the west to Upminster station.
- NF 864 54033 was derailed in Barking Sidings on 22-8-1969 while forming part of a Metropolitan Line train. It was some hours before things there were back to normal.
- NF 865 B552 (see NF 858 above) was LT's oldest brake van when it was broken up on 15-10-1969.
- NF 866 See NF 860 above. LT Pannier Tank L92 has been purchased by the Worcester Locomotive Society. This loco, reported to be in good working order was formerly GWR 5786. The WLS is anxious to obtain the original brass cabside number plates off this engine, and any reader who can help is asked to contact David Wood, Cambrian Arms, 17, Whitecross Road, Hereford.

NF 867

There are local rumours that London Transport is considering the complete closure of the District Line station at Upminster Bridge, one of those stations taken over from BR on 1-1-1969, but this is not confirmed by LTT, who merely state that it has been one of those stations under consideration for economies - an operation carried out annually, but which has included Upminster Bridge this year for the first time because of the takeover.

NF 868

The Redevelopment Proposals for Brixton Town Centre, drawn up for discussion by the London Borough of Lambeth, provided for a central transport interchange point catering for the Victoria Line tube, trains, buses, motorway coaches and private cars.

NF 869

An obscure record seems to be provided by the southbound Metropolitan road near Wembley Park, for the shortest section of track shared by trains of two Underground lines. When empty Bakerloo Line trains going out of service to Neasden Depot do not use the flyunder, they travel along a few feet of this track in the course of crossing it.

NF 870

On the day of the Kings Langley derailment, 8-8-1969, the first loco-hauled train ran over Met & GC metals since the closure. This ran at 18.01 ex Marylebone via Verney to Bletchley and on to Rugby. The train behind D1630 was loaded to ten coaches, but only carried about 20 passengers from London, picking up a few more at Aylesbury.

NF 871

There have been complaints by the public over the non-availability of train season tickets on buses during strikes. LTT's answer is that "If we allowed Tube passengers to use the buses with their tube seasons this would only aggravate the situation. Passengers are advised to take their tickets to their local booking offices when they expire, when they will be suitably extended to cover the closed days."

This arrangement does not, of course, allow for the fact that a day's travel by bus at normal fare is more expensive than a day's equivalent distance by tube at season ticket rates - and what about the passenger with a season which covers a journey partly on BR (not on strike) and partly on LT (striking)?

Other correspondents forced on to the buses report that both ignoring the conductor or alternatively fixing him with a viciously belligerent stare were successful in avoiding payment of completely unjustified fares !

SOCIETY NOTICES

POSTAL AUCTION The last postal auction was very successful, making a good profit for the Society. Thanks to the generosity of another member we are now in a position to embark upon another, with some different material. This time it is a batch of Company Annual Reports, as follows:-

Central London Railway Company - year ended 31-12-1924
 City & South London Railway Company - year ended 31-12-1924
 London Electric Railway Company - year ended 31-12-1924
 Metropolitan District Railway Company - y/e 31-12-1924
 Metropolitan Railway Company - year ended 31-12-1925
 -do- " " 31-12-1926
 -do- " " 31-12-1930

Bids for these items should be sent to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, to reach him by 31st December.

UNDERGROUND MAPS Photocopies of various maps are now available through the Sales Manager either by return of post service (post free) or at Hammersmith meetings:

1936, 1938, 1954 - 1/- each

1908, 1922 - 1/6 each

Set of all five - 5/-

Genuine January 1951 "Railways" maps are similarly available at 3/- each. Orders, accompanied by remittance to the Sales Manager, 87 Woodland Drive, St Albans, Herts.

TICKETS A full list will appear next month, but at the moment various LT tickets will be on sale at meetings, with sets of 12 various Mill Hill - The Hale values post free for 3/6 from Sales Manager - address above.

SUBSCRIPTIONS Subscriptions fall due on 1st January for 1970. Rates are - Members £1-10-0; Associate Members 17/6; the Special Advice Service is still an additional 5/-.

A renewal form is enclosed with this issue of the Journal.

ACCOUNTS FOR 1969 Committee Members, Officers and Assistant Officers of the Society are reminded that all funds they hold on behalf of the Society, and a note of all expenses claimed from the Society up to 31st December should be sent to the Treasurer at 3 Bush Grove, Stanmore, Middlesex by 7th January 1970.

THE TIMETABLE

18.00 Thursday 4th December Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 12th December A Talk entitled "One Hundred Issues of Underground" will be given by the Editor, Peter Davis. At Hammersmith Town Hall.

18.00 Thursday 1st January 1970 Library Evening as above.

19.00 for 19.15 Friday 9th January Usual monthly meeting at Hammersmith Town Hall; programme not yet finalised - see next issue for details.

The Committee extend to all members Best Wishes for a Happy Christmas and a Prosperous New Year in 1970.

THE TAIL LAMP

Millions of sardines are being imported by the Ministry of Food. This is regarded as a direct challenge by the porters who pack the passengers into the underground trains every morning.

From The New Bond, November 1947

Notice chalked on small blackboard at the end of Green Park station's westbound platform: "Drivers are requested to please observe the speed restrictions" Please, chaps, do try to keep it down a bit.

From Miscellany column, The Guardian, 30-11-1966

A woman held up a London Underground train at New Cross station for almost ten minutes by standing on the track in front of it. She was later interviewed by police.

From The Guardian 28-7-1966

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