

**THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY**

Issue No 97 Volume 9 No 1 January 1970

COMMUTER UNREST INCREASING

The New Year opens for LT in a somewhat troubled manner in a number of different ways. This is because, quite apart from the changes coming into force on the 1st January, when the GLC takes over, a number of things are not quite right so far as the passenger is concerned.

Most of the difficulty stems from the strike of maintenance men at Acton works and elsewhere caused by a dispute between the Amalgamated Union of Engineering and Foundry Workers and the National Union of Railwaymen about the method of appointment of craftsmen. While this strike, already three months old and involving four hundred men, drags on its fruitless course, the passenger, as usual, suffers. Press reports indicate that about 30 trains on the Northern Line alone are out of service, while the Bakerloo is running about 20% below normal service and in addition many trains only have 6 instead of 7 cars.

All the strike seems to have produced so far is complaints in the House of Commons about the "cattle truck conditions" on the Northern, and a campaign by the Evening Standard for the improvement of the Northern's service - which is receiving a great deal of support for its efforts from battered and frustrated passengers; at the time of writing, no settlement is in sight, which is, bluntly, stupid. Escalators are affected as well as trains - one at Hyde Park Corner has been out of use for about 8 weeks without being touched, so the poor suckers who pay the wages have to walk down to the trains. All this and increased fares too!

A more serious incident occurred on the Northern Line on the morning of 17th November, when the doors of a train opened while it was running at full speed southbound between Mornington Crescent and Euston. Union spokesmen claim that this incident was due to faulty maintenance caused by the strike, but London Transport deny this - without, however, giving an alternative reason. Should the strike be responsible, it is suggested that it is about time that the responsibilities of running and working for a public service be brought home to the strike leaders and to LT, before too much irresponsibility kills too many passengers.

AN ALMOST UNIQUE WORKING

Me and my mate Bill (I'm Jim) had an unusual job during the first week of November 1966. We're based on Golders Green; and twelve of us 'know the road' from Oakwood to Acton Town on the Piccadilly, so we are, from time to time booked for the evening conditional workings, 8 p.m. from Golders Green, to Acton 9.45 p.m. This particular evening we had to take a pre-'38 train (of Piccadilly 1931 stock) which had been brought from the Northern City section a few days before, to Acton Town, from where it would go to Ruislip for scrapping, a day or two later. There wouldn't be many more jobs like this - nor would there be many more pre-'38 trains on the Northern Line - or almost anywhere else, for that matter.

About 7.45 we signed on and made our way behind Golders Green shed to 33 Road, where the train was waiting. We test it properly. I try the control forwards and backwards with the circuit breakers kept open, and listen to the contactors chatter all the way up, with the usual slight pause half way. Meanwhile, Bill is opening the guard's sections, and checks the brake as I apply and release it; and I check it as he applies it. Then we try the control with the brakes fully on and the circuit breakers closed: we get first notch forwards, then backwards, and see that the circuit breaks properly. We then change ends and repeat it all, I'm now at the south end, so I release the hand brake and set the headlights. Bill puts on the oil tail

lamp. It's about 8 p.m. and we're ready.

Just after 8 o'clock the shunter's voice comes over the 'Tamnoy': "Ready, 33 road; so we move slowly forwards. We see the exit signal green; and a green in the mouth of the centre, southbound, tunnel just beyond the yard exit. Notch up now, for we're only a four-car and we'll get badly gapped over the junctions - yes - lose power and lose speed over the sharp curves, but pick up again before we're worried; and away into the tunnel. A pity about the flat on a driving wheel: the slight dunt-dunt-dunt is a bit annoying, but it's with us all the while as we coast down to Camden Town, with a slack for each station, where we stop (and passengers come forward to board!) to await the signal. A 'green' for the City line, so away we go: notice the sign board above each junction tunnel, to remove all doubt about which goes where. On past Euston... until towards Moorgate we catch up with the train ahead, so go slowly as signals clear ahead of us - and stop well forward in Moorgate about 8.30 p.m. Reverse here by walking through, and go back to Kings Cross, and slowly beyond the station up to the stop board which shows our tail to be clear of the trailing junction from the Piccadilly Line. We notice the works here for the diversion to take the Northern northbound line through Euston to a new station: the tube-like nature of our tunnels is obvious.

Reverse here by walking through: hear the points change (now) in front of us as we get to the other end. Take the green and move into Kings Cross Loop, with the tunnel lights on, and on quite a sharp curve. Go through this in series, and emerge into Kings Cross (Piccadilly) northbound, whence away up the hill, pulling hard.

Not a soul on the platform at Arsenal - and on, uphill and down, through the modern stations to Wood Green, where we expect to reverse. We stop here despite a green for the main line. It goes red - then green again. Bill is with me now: he puts his head out of the cab (having opened the door - pre-'38

door windows do open, but are too small for heads) and learns from the station staff 'turn at Arnos tonight'. On again, then, and into fresh air at Arnos Grove - possibly the last time ever a pre-'38 train will be seen here! A slow approach, the direction indicator shows hard right, and we take one of those very rare moves to the southbound rather than centre line. Change ends by walking round (not through) this time, for a breath of nippy fresh air. We get a green before we finish, so we go straight away, and seem on time again at Wood Green, so, if we'd turned on the siding there we'd have had to wait: maybe the breath of fresh air was worth it.

On, downhill again, with green signal after green signal: the diversion through big (Great Northern & City) tunnels via Finsbury Park ex-GN&C platform: did this particular train ever go there before the GN&C lost it? This train spent the first thirty-odd years of it's life on the Piccadilly, where it is now running for the last time.

On again - and again no customers on Arsenal station - until, meeting a succession of yellows and reds, we slow to 15-20 mph and they clear before we need to stop. In Covent Garden we meet a red and have to stop, but this has been arranged to happen every time: you see Covent Garden is so close to Leicester Square that trains Mustn't go any nearer to Leicester Square except from a standing start.

On again - series or coast - keeping well clear of the red-or-yellow-goes-green signals: grind round the curves to South Kensington, Gloucester Road, Earls Court, and more curves under the District, then the climb, in parallel now, to Barons Court. Round the corner, over the points with contactors chattering as we lose the juice, and then into full parallel up the 1 in 40 odd after Hammersmith, to Ravenscourt Park: over the top of the hill, and up to a really good fre-running hum, with no wheel-flats this end to spoil it, at over 40 mph before we shut off and coast a long way, gently downhill after Chiswick Park, until we see from the junction indicator that we're being taken hard to the left, into the reception road for Acton Works.

We coast slowly in, and I bring the train to a stand, well clear of the sand drags, with the brakes full on, at 9.45 p.m. We change ends, walking through, and I pick up my duffle coat from the cross seats in the west-end car: at the other end we greet the Acton Works crew, hand over, and leave the train. We stand by and watch it go into the Works sidings, collector shoes spitting golden rain from the slightly rusty conductor rails. 5

As Bill and I walk back to Acton Town station, to go back to Golders Green as passengers, I realise that we may only crew a pre-'38 train - and that not in passenger service - once or twice more ; and only then if we are booked to do the last of these one-way transfers. How odd that the last pre-'38 trains on the Northern should be ex-Piccadilly, for the last pre-'38 trains on the Piccadilly (and then only from Acton, not in the tunnels) will be largely ex-Northern, en route after overhaul for the Isle of Wight!

THIRTY-FOUR YEARS AGO

The following is from an advertisement which appeared on the back of a calendar for 1936

LONDON PASSENGER TRANSPORT BOARD

Metropolitan Line

Baker Street to Stanmore, Harrow-on-the-Hill and Uxbridge.

Trains run between Baker Street, St. John's Wood*, Marlborough Road*, Swiss Cottage, Finchley Road, West Hampstead, Kilburn-Brondesbury, Willesden Green and Cricklewood, Dollis Hill and Gladstone Park and Neasden every few minutes on weekdays and Sundays.

To Kingsbury, Queensbury, Canons Park (Edgware), and Stanmore at frequent intervals weekdays and Sundays.

To Wembley Park, Preston Road, Northwick Park and Kenton, and Harrow-on-the-Hill about every 10 minutes weekdays and Sundays.

To West Harrow, Rayners Lane, Eastcote, Ruislip Manor, Ruislip, Ickenham, Hillingdon and Uxbridge about every 30 minutes weekdays and 20 minutes Sundays.

Additional trains to all points run during the morning and evening business periods.

* These stations will be opened on weekdays at 9.40 a.m.

DISTRICT GIRDERS RETURNED HOME

The tunnel roofs of the District Line sections of the Circle are being strengthened in accordance with the new requirements of the Board of Trade, as has already been mentioned in these pages. During the reconstruction of the tunnels under Tothill Street, Westminster, two large girders were removed bearing the name of the makers, the Weardale Iron and Coal Company, which, when the girders were cast 104 years ago, had a works at Tow Law near Consett in County Durham.

London Transport offered the girders to anyone, individual or society, who could provide suitable accommodation for them - not an undertaking to be treated lightly, considering the size and weight of the 'relics' involved.

It is now understood that the curator of the Bowes Museum of Industrial Archaeology at Barnard Castle has accepted the challenge and offered to exhibit the girders in the Museum's open-air section.

As the Bowes is only 23 miles from Tow Law, it is singularly appropriate that these girders should return to near enough their place of origin, and they illustrate an important part of the work in that part of the country - the Bowes Museum being largely devoted to local industrial exhibits.

It is at present almost impossible to find an appropriate place for this type of exhibit in London, because of the uncertainty of the future for the Clapham museum; it would have been nice to have retained for London two examples - and very well preserved ones at that - of the cast iron work which has held up the streets over the Underground for over a century, but this is undoubtedly the second best solution.

LETTERS TO THE EDITOR

1 December 1969

Sir,

Trains to Southern Region via Metropolitan
Widened Lines

The regular service over the Metropolitan Widened lines to the Southern Region was withdrawn on and from Monday 24 March 1969; the last train being an Eastern Region parcels train Holloway to London Bridge and back late on Sunday evening 23 March 1969.

The E.R.Freight service, and the L.M. service ceased some time previously.

167 Cornwall Road,
Ruislip.

H.V.Borley

1 Dec 1969

Sir,

Through Bookings, Central and Metropolitan
Lines to Western Region suburban stations.

It is understood that all through bookings from the Central Line to W.R. stations via Ealing Broadway, as well as those from Metropolitan Line stations via Paddington were withdrawn on and from 7 September 1969.

The bookings from Metropolitan stations had been in operation for over a century. When the Metropolitan Railway was an independent company through bookings operated to most Great Western stations. To places served also by the London & North Western Railway, such as Birmingham, Shrewsbury, the fares from Euston Square (Gower Street) were the same as from Paddington and Euston, thus giving passengers a free ride to Paddington.

167 Cornwall Road,
Ruislip

H.V.Borley

FEBRUARY ISSUE will be accompanied by a Supplement consisting of a Paper written and presented to the Society by J.P.Thomas on the London Brown and Blue Clay.

MODELLING MATTERS

The Society can now offer for sale two new drawings of L.T. service stock. They are drawn to a scale of 4mm/ft and depict the vehicles as they were towards the end of their lives.

Drawing No 1: L.T. 11 tons Brake Van B.552 (1890) 2/- each
 Drawing No 2: L.T. 14 ton Brake Van B.554 (1914) 2/- each

Also available are Hambling's litho sheets of Metadyne stock (3 cars per sheet) at 2/4d per sheet, together with a limited supply of roofs (7d each), floors (7d each) and window strips (10d per pair) to go with them.

Finally, a few copies of Hambling's drawing no LT/R5 - a 4mm/ft drawing of an O/F stock trailer can be supplied at 3/- each.

All the above items are available from the Modelling Secretary, R.J.Greenaway, 203 Gunnersbury Park, Popes Lane, Ealing, London, W.5. (No extra charge is made for post and packing).

TICKETS FROM MILL HILL (THE HALE)

Our Past President Mr. H.V.Borley advises us that he understands that L.T. will supply a set of tickets withdrawn last September at a total charge of 3/-.

The tickets are all "station of origin", single tickets 1/3 to 2/6, returns 2/6 to 5/-. (Bookings were limited to 2/6, return 5/-).

Orders with remittances should be sent to Mr. E.H.Leicester, London Transport, 55 Broadway, London, S.W.1., and early application is advisable.

NEWS FLASHES

NF 872 Ref NF 867, it is now understood from a report of the Technical Services Committee, London Borough of Havering, that the rumours concerning the impending closure of Upminster Bridge station are without foundation.

- NF 873 The redevelopment of Moorgate station commenced on Monday 8-12-1969. The scheme, which is not scheduled for completion until 1972 is being carried out by Town and City Properties Limited, and will include three tower blocks, pedestrian walkways, car parks, shops and a completely new station connected with Moorfields at first-floor level by escalators and stairs.
- NF 874 It is reported that LT are having difficulty in developing a ticket machine which will take the new, seven-sided, fifty new pence coin and is at the same time fraud-proof. The manufacturers of LT's machines, Brecknell Dolman & Rogers, have been given a special contract to develop a fraud-proof machine.
- NF 874 The London Transport district council of the Associated Society of Locomotive Engineers and Firemen is calling for guard dogs and police to be allocated to Saturday afternoon trains as a protection from football-match rioters.
- NF 876 On 12-11-1969 at Thames Court two men were fined £20 each with £7.10.0 costs for assaulting a passenger on a train at Stepney Green on 23-10-1969; the cause of the dispute was that the victim refused to move over to make room on a seat for one of the accused.
- NF 877 Roding Valley Residents' Association is leading protest action on the proposal to close their Central Line station at weekends from the New Year.
- NF 878 See Editorial. There have been so many recent disruptions to services on the Northern Line for various reasons that it is impossible to report them all in the limited space available. This is leading to some very irate commuters. It is reported that the station-master at Bank was pushed into a platform telephone kiosk during the evening rush hour on 9-10-1969, and "detained" there for ten minutes by a large crowd of disgruntled would-be passengers.
- NF 879 Flooding in the tunnel caused disruption to the

Hammersmith & City Line service in the Paddington area on Sunday 3-8-1969 at about 08.00. An announcement was made at Paddington main line station at about 08.35 informing intending passengers that there was no Metropolitan Line service and advising them to use alternative LT services. A correspondent reports that he had to travel from Baker Street to Paddington at about 08.10 that morning, and his observations are as follows:

Baker Street

08.12 to Hammersmith did not run
 08.11 Circle via Kings Cross on time
 08.18 to Whitechapel on time
 (Where had this come from?)
 08.18 Circle via Paddington 2 mins late

Services were back to normal later in the day.

NF 880

A person on the line at Belsize Park at 09.40 Saturday 26-7-1969 caused the suspension of Northern Line service between Golders Green and Camden Town for about 20 minutes. At least one train from Edgware to Golders Green was reversed there and worked back to Edgware with the guard in the leading motor car.

NF 881

Reports in the Isle of Wight press indicate that conductor-guard working will be instituted on the electrified lines there during the winter, and that there will also be fewer station and signalling staff.

NF 882

Also on the Isle of Wight, a new exit from the down platform at Ryde Esplanade station was opened during the summer.

NF 883

To celebrate both the New Year and the taking over of LT by the GLC, the Transport and General Workers Union is trying to arrange a one-day strike by bus drivers and conductors on LT on 1-1-1970, and to extend it to the Underground if the unions concerned will agree. This should have a considerable effect on staff-passenger relations - particularly bearing in mind that quite a number of Londoners will not be feeling too bright that day as a result of celebrations of their own the night before!

- NF 884 A southbound Bakerloo Line train was temporarily disabled at Neasden at about 15.00 on 12-11-1969, and while it was being serviced several (at least three) following Bakerloo Line trains used the Metropolitan Line tracks between Wembley Park and Willesden Green.
- NF 885 Those Bakerloo Line trains which, due to the strike of maintenance men are running with six instead of seven cars, carry the numeral 6 in the window of each end door.
- NF 886 Automatic ticket-operated gates were brought into use at King's Cross during November 1969, in the booking hall serving the Northern, Piccadilly and Victoria Lines.
- NF 887 Planning permission has been granted to Atlific (Chelsea) Limited by the GLC to build a 520-bed hotel over South Kensington station. The original plan was for an 18 storey building with 800 rooms, but this was cut to 12 storeys by the planning committee. The development will include a new ticket hall for the station, a restaurant, shops and an hotel car park.
- NF 888 Twelve District and Circle Line trains were cancelled on the morning of 18-11-1969 due to a shortage of guards.
- NF 889 The LT test train, comprising 3902-4910-4911-3903, is being used to check a new control system which would eliminate resistances used in the present PCM equipment. Successful results will mean the use of the new equipment on the tube stock due to replace the 1938 stock in 1973.
- NF 890 Bill Stokes, General Manager of the Bay Area Rapid Transit district in California has worked closely with London Transport in the design of his authority's new commuter line, which is to be automatic and to open in 1971, and he is reported as saying that LT has "the best bunch of professionals in the business".
- NF 891 Due to the present condition of the Northern Line, it is again being suggested by the press and other interested parties that the pre-war extension proposals should be revived, at least in part.

P.R.Davis

A rather George Orwell-ish article in the first issue of the new magazine Applied Ergonomics suggests that, to live in the present automated world of machines, it is necessary for the human inhabitants of the earth to become at least semi-automated themselves, and states that the Victoria Line "has been designed to operate with minimum staff and to handle in particular the commuter and the regular traveller who can proceed in a semi-automatic fashion". In other words, passengers who have been brainwashed are acceptable, but the odd man out who has not bothered to learn the technique of using the line in advance is not really welcome.

Well, well; and we have always believed that the Underground was there to service us; poor deluded idiots that we are, WE have been there to serve the Underground all the time - presumably to keep the hierarchy at 55 Broadway and their minions scattered over the system in nice safe jobs with a pension at the end. Now that the truth is out, perhaps we can understand some rather incomprehensible happening over the past few years - or, at least they were incomprehensible until now.

Seriously, though, there is a great deal to be said for a line built specifically to serve the regular traveller, because numerically he is in the majority and his requirements must be considered first - a public service has a first duty to its most frequent customers, and is perfectly entitled to use all its resources in the most economical way to fulfil that duty. But surely we have not become so dehumanised yet that the casual passenger is not entitled to some consideration; if, in fact, we have reached that unhappy state, it is high time the "advance" of science was put smartly into reverse, with a stern reminder to the boffins that the arts and humanities are far more important elements in civilised life than any scientific achievement. All that science can hope to do is to provide such devices as will make the attainment of a high standard of living easier for all, and to make opportunities for enjoying the better side of life

more accessible to all and sundry. That is the function of science - and should be its only function. So, if the Victoria Line cuts travelling time for a large number of London's commuters, it is achieving a proper object in giving them more leisure time; also, if scientific progress has made for more comfortable trains, this object is again being achieved. But it must never mean that the casual traveller becomes unwanted because he cannot use the line as if he was a robot or zombie; if that is expected of the Londoner of the future, then there is little prospect of any improvement in London's life. It cannot, surely be the view of London Transport that their passengers should be automated like their railway system. This attitude, in any case, would militate against their declared policy of encouraging people to travel by public transport rather than their own cars. Nobody is going to be very willing to undergo a travelling test before they use the Underground - they would rather go for a driving test and have transport under their own control.

Therefore, LT should be aware of the trap being set for them by the scientists, and be ready to combat their nefarious schemes. There must always be enough station staff to ensure, not only that the casual traveller is safe, but that he is attended to when he gets himself lost, cannot work the ticket gate, uses the wrong bank of escalators and so on. For that is the essence of a public transport service - to serve the public at large, not only the automated commuter but every person who wants to travel. Let us hope, too that the public will remain sufficiently awake to resist any moves in the wrong direction.

PROPOSED TLURS TRIP TO PARIS

The trip the Society is proposing to make to the Metro next year is progressing well; due to the unsuitable times of the channel steamers in April, it has been necessary to delay the trip until June, and it will probably take place over the first weekend that month. Full details will be announced soon, and bookings invited. Provisional support has been very good - not only from members but from their friends and families, so quite a large party may be expected to assemble at Victoria some time next June.

AIRPORT NEWS

The controversy over the best rail link for Heathrow airport continues unabated, and still there is no decision nor authority to go ahead from the Ministry of Transport. In fact the railway to Heathrow is becoming just as bad a blot on successive British governments as the Channel Tunnel has been for the past century and a half. It is true, of course, that the Tunnel is now being gently pushed forward - on paper at least; it is to be hoped however that Heathrow will not wait 150 years for its trains. At the present rate of progress it looks like being even longer.

Shortly after London Transport put forward their very well reasoned case for the extension of the Piccadilly Line from Hounslow West, earlier this year, the Chairman of the British Airports Authority, Mr Peter Masefield, spoke in favour of British Rail's alternative proposals for a line from Victoria; it is difficult to understand Masefield's reasoning, for the LT scheme is by far the better of the two, and this is borne out by the lack of support he has received.

The airline companies have proved much more realistic, and within a few days of Mr Masefield's speech support for LT's scheme had come from BEA, BOAC, KLM, Air France, El Al, the London Airport Airline Operators Committee and the London Chamber of Commerce.

The only way in which British Rail could score over LT would be over the question of speed; a journey by tube would take 35 minutes approximately, to central London but would provide a whole string of alighting points without change of train (every station on the Piccadilly Line in fact), whereas BR would take about 23 minutes and provide one alighting point only. The LT plans are so much superior that it is difficult to understand the delay in sanctioning their extension.

Cost is also an important factor in favour of LT; the fare by BR to Victoria would be 10/- whereas the fare suggested by LT was 4/6d - though it might be slightly more now, in view of the recent fare increase. Would it be too much to ask the new Minister of Transport to make up his mind? Surely not.

GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY

This Society was formed in early 1969 and will fill an important place in London activities. TLURS joined GLIAS in its very early days, appreciating that such a useful organisation deserved every encouragement; progress has been rapid, and the number of activities has been steadily increasing until now a very full programme is available to their members.

All kinds of activities have been started, including very valuable work in recording objects of interest from London's industrial past which are liable to disappear - and there are many of these at present in danger. It is a strange thing that very few local authorities take any interest at all in industrial monuments unless their members are harassed and bullied into action; as a result, every proposed development has to be scrutinised by the amateur enthusiast with the knowledge that if the examination is not done privately it will not be done at all. The British have the reputation of being the most materialistic and mercenary race in Europe, and there is no better place to see this proved by example than in the field of industrial archaeology.

The new Society is therefore filling a very great need, and should in future make its voice heard in a number of deserving causes.

It is interesting to know that railways - particularly London Transport railways, perhaps - should be well served, because the first President of GLIAS is Mr R.M. Robbins, a member of the recently expired London Transport Board, also of the new Executive. Michael Robbins is well known as a writer on railway subjects, and is in an excellent position to keep an eye on what is going on - and on what is likely to go off if not preserved!

Members of TLURS might like to join GLIAS as individual members; the subscription is only £1 per year, or 10/- for those under 18. There is also a family membership for two people from the same family and address at £1-10-0. Further details may be obtained from the Secretary, Paul Carter 20 Chestnut Grove, Wembley, Middlesex.

SOCIETY NOTICES

Annual General Meeting Members are given advance notice that the AGM for 1970 will be held before the end of March to comply with the Society Rules. Nominations for the Committee and proposed amendments to the Rules should be sent to the Secretary at 17 Garth Road, Sevenoaks, Kent to reach him by 15th February 1970. Committee members retiring at the AGM this year, all of whom are eligible for re-election are M.T.Connell, C.H.Gooch and K.G.Harris.

When nominating members to serve on the Committee, please obtain that members consent before submitting the nomination.

Accounts To enable the Treasurer to prepare the Society Accounts for 1969 for audit, will all Officers and Assistant Officers please remit all money held by them on behalf of the Society to the Treasurer at 3 Bush Grove, Stanmore, Middlesex to reach him by 7th January 1970. All claims for expenses relating to 1969 should also be submitted to him by the same date.

Officers There is an urgent need for a few new Officers in the Society. Due to personal reasons Norman Davies has been compelled to resign from the post of Sales Manager with effect from 31st December 1969. Norman has worked extremely hard at this job, and has been a very great help to the Society. Now he must be replaced; temporarily, our Registrar is holding the sales stock and may be contacted at 113 Wandle Road, Morden, Surrey. Also an assistant is needed for the Curator of the Thomson Collection; anyone willing to fill either of these posts, or to offer help to the Society generally is asked to write to the Chairman at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

Honorary Member At a recent Committee meeting, Ian Thomson was proposed as an Honorary Member of the Society, and just as we go to press we have learned of his acceptance. Further details will appear in the February issue.

THE TIMETABLE

18.00 Thursday 1st January Library Evening at 62 Devonshire Road, Ealing, London, W.5. (nr. Northfields Stn).

19.00 for 19.15 Friday 9th January at Hammersmith Town Hall; Metropolitan Miscellany. A mixed bag for the 106th Anniversary of the opening official of the Metropolitan.

Lithoed by Celtic Bureau, 93/94 Chancery Lane, London, W.C.2.

Published by TLURS 62 Billet Lane, Hornchurch, Essex. RM11 1XA.