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ANOTHER PROPOSED TUBE LINE

At a Press Conference held to celebrate the first day of the new London Transport Executive, on the 1st January, LT announced their plans for a third new tube line, to be built after the proposed Fleet Line and to form a rough X with it across central London. To be known as the Wimbledon Line, the new plans provide for a tube linking Wimbledon in the south-west with Hainault in the north-east, running via Fulham, Chelsea, Victoria, Waterloo, Holborn, Hackney and Leyton.

Not all this route will be new line; at the southern end the District Line tracks will be used from Wimbledon to Fulham Broadway; it is to be assumed also that the proposed new extension of the Aldwych Branch of the Piccadilly Line to Waterloo will be incorporated in the new line (although this does not seem to have been mentioned); and from Leyton or Leytonstone it is intended to utilise the Central Line out to Hainault. The entirely new sections through the central area will be about 10 miles in length, and will serve Chelsea - running almost straight under the full length of Kings Road - will link direct Victoria with Waterloo, and beyond Holborn will provide a direct line to the Hackney area which at present is not well served by the Underground.

In announcing the proposals, Sir Richard Way, first chairman of the new Executive, said that it was ludicrous that the Victoria Line should have been the first new line in 40 years, and added that he hoped it would not

be the same during the next 20 years. This was quite an encouraging start for the new Executive, as was the general statement that London Transport would continue to run its own affairs, and that if the remit to LT from the GLC to make a profit of £2m each year for the next five years prevented London from getting a good public transport service, the Executive would say so, and would ask the GLC to review their instructions.

What was less encouraging, although not by any means unexpected, was the announcement by Mr. Anthony Bull, the vice-chairman, that on the Underground a simplified fare structure of one, two, three or four shillings would almost certainly be brought in to coincide with decimalisation in early 1971 - with revised bus fares of 3p, 5p, 7.5p and 10p. Whether the Executive will get away with this is, of course, somewhat debatable, as the Government have made it clear that they disapprove of attempts to profiteer from the decimalisation programme. Doubling the minimum Underground fare would appear to be a particularly blatant example of profiteering, which, if it is permitted will open the door to everyone else to do the same or similar things. A simplified fare structure is not, in itself, objectionable and should permit considerable economies in fare collection, but doubling the present minimum fare is not an essential feature of the simplification. Judging by press reports and correspondence columns after the announcement, the storm the proposals have already started will be a lot more effective, and have much more sound bases, than previous objections to fare increases.

Proof that properly directed public protest can have the desired effect is to hand on a different matter. Immediately after the announcement that the station at Roding Valley was to be closed at weekends, a combined onslaught on LT was mounted by Roding Valley Residents' Association, Chigwell Urban District Council and the local Member of Parliament, Mr. John Biggs-Davidson; the result was that, after a public meeting at which LT representatives were shouted down and jeered at, the vice-chairman met council members and officials and agreed to defer the Saturday closure (due to begin from 1st February) at least until the autumn. In the meanwhile the Council will consider the matter

in the light of a possible Council subsidy to keep the station open. LT disclosed that closing the station on Saturdays would save them £1200, and Sunday closing £1700. Saturday takings were £24 and on Sundays dropped to £9.

DISTRICT ELECTRIC ROLLING STOCK

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P.R. Connor

It can be said that the next few years were a settling down period for electric working on the District. A number of problems arose with the rolling stock, most of which were simply solved by minor modifications being made. Some however, were to prove more difficult, involving expensive alterations and even complete replacement.

The first modification to the 'B' stock cars involved the fitting of sliding doors between the entrance vestibule and the passenger saloon. This had the double advantage of reducing draughts and discouraging passengers from travelling on the end platforms. The latter was particularly important in the case of motor cars (without luggage compartments) as hitherto, the driver's cab consisted of a cubicle on one side of the vestibule, separated from the rest by a half-door, which closed over the controls when the cab was not in use. Passengers were thus free to wander at will to the front of the car and watch the driver at work. In many railway circles at the time, this was considered a desirable feature on electric multiple-unit trains, presumably to allay travellers' fears caused by the lack of a visible means of traction! However, it proved to be inconvenient and possibly dangerous, and work commenced on the fitting of sliding doors at the end of 1906. At the same time, rear-view mirrors were fixed to the outside of the cab window on the driver's side to enable him to see back down the train. This became a standard feature of all District trains built up to 1935.

The rather inflexible train arrangement caused difficulties when it was required to uncouple a unit in service, or when it was desirable to run a train consist-

ting of only two or three cars, therefore needing only one motor car. Matters were improved by fitting some of the trailer cars with driver's controls. Authority for the first ten cars to be done was given in October 1906, another ten were converted a year later, as were two more in January 1909. In the summer of the same year a batch of twelve cars were done, six of these being provided with controls at both ends. These double-ended cars had the extra set of controls removed in the early 1920's in order to allow six more trailers to be converted. Most of the control trailers were either scrapped or converted back to trailers before the renumbering of 1929, when the remainder were allocated the numbers 1700-1717. Prior to this there had been no distinction in the numbering of control trailers. At least one, possibly two, of the converted cars were 'A' stock; a photograph of 'A' stock car No 308 appears in Howson's "London's Underground" incorrectly described as an 'A' stock motor car, but which is in fact a control trailer.

The unique air-door control system fitted to the 'B' stock did not prove to be a success. There were frequent failures in service and, when it did work there were some embarrassing incidents involving passengers' clothing. In May 1908 it was decided to convert all the car doors to hand operation at a cost of £9500. This expenditure was deemed justified by an estimated saving of £6000-£8000 per annum in maintenance costs. All new District cars built subsequently had hand worked doors and latches; the latter were supposed to prevent the doors from opening whilst the train was in motion. Actually, they were often left open in the warmer weather, which resulted in cases of would-be travellers dashing in through an open doorway only to disappear equally rapidly through the other side of the car. Such incidents were rare, however, and the system worked well enough right up to the time of its withdrawal after the Second World War.

One difficulty which became apparent very soon after the commencement of electric working concerned the bogie trucks. The cast-steel construction of

both the motor and trailer bogies proved insufficiently strong for service on the District, and by the end of 1906 there had been a number of cases of cracked frames. Experiments were conducted, tenders were sought, and a few new frames were bought during the next five years, in an attempt to avert the ever-growing possibility of having to replace all the original bogies. By 1911 the District Board had decided that this was the only course open to them, and up to the start of the First World War over 180 trailer bogies had been replaced by new type M pressed steel framed bogies. These had a 7ft wheelbase, instead of the 5ft of the original K type bogies, which helped to improve riding. During the same period, six motor cars were fitted with pressed steel type D motor bogies, which had a wheelbase of 7ft 3in. The replacement of the bogies, curtailed during the war, was resumed in 1920, but in 1922, before the work was completed, a new design of bogie was proposed and a new crisis involving the rolling stock had arisen, which will be related in due course.

During the summer of 1907 a number of cars appeared in green livery, as this was considered cheaper than the vermilion previously used. By October it had been decided that the green was not as satisfactory as the red, and the cost of maintenance was very much heavier, so vermilion again became the standard colour. In 1908 trains were equipped with holders and plates for train set numbers, and destination plates for 'non-stop' trains. At this time, also, some cars were fitted with partitions to convert them into first class cars. Subsequently (between 1911 and 1914) over 130 wooden stock cars had first class accomodation with two partitions fitted, and all District cars had draught screens fixed near the middle doors.

Work commenced in 1910 on the fitting of eight extra seats in the end motor cars with luggage compartments. The leading ends of these cars were transformed to resemble the other types of motor car, and the sliding doors of the luggage compartments were replaced by standard windows. In all the 'A' stock motors the extra seats were first class, making these the only

composite motor cars ever to run on the Underground. At the same time all the District stock was fitted with continuous footboards, which had hitherto been confined to sections immediately beneath the doorways.

At the end of 1908 the London Tilbury and Southend Railway purchased 37 motor cars and 37 trailers from the District, which represented their share of the rolling stock required to work over their line between White-chapel and Barking. This total represented approximately one sixth of the District's electric stock, and when the District increased the number of its cars, the LT&SR bought some of these to maintain its percentage. When London Transport took over in 1933, the number of cars owned by the LT&SR had risen to 110. All of these were however worked and maintained by the District.

During 1910 several minor additions to the equipment provided on trains for the use of the crew were made. One of these is described as 'fully equipping all motor cabs with driver's brake valve handle'. The meaning of this is obscure as one would assume that the driver would need a brake valve to stop the train. It is possible that only an air cock was provided on some of the motors reserved for use in the middle of a train, and that to improve flexibility the cock was replaced by a standard Westinghouse No 4 brake valve.

With the winter timetable of 1907 new accelerated services were introduced which included 'non-stop' trains. In 1911 more non-stopping, with many variations on the stations passed, produced a situation in which passengers found it increasingly difficult to decide upon which train to board. During 1912-13 therefore, all cars were fitted with an indicator adjacent to one of the end doors which listed the stations under the heading 'NOT STOPPING AT'.

Prior to 1907 there was a 30% surplus of rolling stock on the District. This percentage was reduced with the introduction of the new services, and further reduced on the extension of electric working to Barking in 1908, and a through service to Uxbridge in 1910. When the London & South Western Railway's

line between Hammersmith and Turnham Green (over which the District had running powers) was quadrupled in 1911 there was another increase in services which necessitated the provision of new rolling stock.

F.H. STINGEMORE

A note by

Alan A. Jackson

When writing about Henry Beck and his Underground maps in the November issue, Dennis Edwards made a passing reference to Beck's predecessor, F.H. Stingemore (1890-1954), a man I have often regretted I never met, a man who if he were still alive would surely be an honoured member of our Society.

An extremely clever artist and draughtsman, Stingemore joined the Underground Group about 1919, entering the Publicity Manager's Office. From here he was soon providing attractive maps and plans for such publications as "London's Country" (1922), "London" (1924) and "London Town and Country" (1928), as well as drawing the pocket railway map from about 1924 onwards. If there can be such a character as a romantic cartographer, Stingemore was one, for his pretty, but admirably clear style was in marked contrast to the clinical geometry of Beck. In due course he was appointed personal draughtsman to Frank Pick, and later he became head of the Commercial Drawing Office, a post he retained until his death in February 1954. Another of his official activities was to contribute drawings, prose and some very passable verse to the "T.O.T. Staff Magazine" from 1923 onwards, of which my favourite is the sad "Tale of Mr. Brackett" (April 1933), about a man who alighted by accident at a closed tube station.

Outside the office, F.H.S. was a devoted transport amateur. His delightful photographs, often of London subjects, first appeared in "The Railway Magazine" about 1916 and he drew maps and some charming page headings for that journal in 1919-20. I frequently wonder what became of his photographs, original

drawings and other records, for they would now be of rich interest to London railway historians.

Editor's Note The mis-spelling of F.H. Stingemore's name twice in the article printed in the November 1969 journal (referred to above) is much regretted.

BOOK REVIEW

Railway Accident Report; Report on the collision that occurred on 25th September 1968 at Neasden Station. 1969. 11pp. 13 x 8 $\frac{1}{4}$, with maps and gradient profile. Price 5/6d. Her Majesty's Stationery Office.

This report includes several items of interest, both for its description of the events leading up to the collision itself, and for the fascinating glimpses that it gives of some of the unusual practices that attended the operation of ballast trains.

The facts of the collision itself are fairly simple. The ballast train had worked on the southbound Metropolitan line between Marlborough Road and Lords during the night, subsequently reversing at Baker Street and returning to Finchley Road to await the restoration of traction current. The northbound train formation was - Battery Locomotive L.24, brakevan, 3 low-sided wagons, 2 hopper wagons and a second brakevan. "Passed Driver" Albert Thompson was driving, accompanied in the cab by Trainmen's Inspector Langdale. The train was loose-coupled, so that the only effective braking power was in the locomotive and the rear brakevan. Evidence was given that a normal brake application was made about half-way between Willesden Green and Dollis Hill, and a heavier application just before Dollis Hill. Neither had any noticeable effect in reducing the speed of the train, which ran away down the bank and collided with a Bakerloo staff train standing in the northbound platform at Neasden station, where the crew were changing ends prior to proceeding to Stanmore.

The rear cab of the tube train and the front cab of the battery locomotive were demolished, and the main sole-bars of the locomotive were bent downwards at right angles so that the cab floor was vertical.

Passed Driver Thompson died in his cab, and Inspector Langdale was detained in hospital.

Two braking tests were carried out with the stock involved in the collision, or similar stock. In both cases the rails were wetted to simulate the conditions on the night of the collision. In the first test, the speed was brought down to 16 m.p.h. through Dollis Hill station, then the train was allowed to roll down the 1 in 90 gradient until it was tripped at the Neasden outer home signal. The locomotive's wheels locked, and the train skidded to a stand 275 feet short of Neasden station. In the second test, the train reached 30 m.p.h. between Willesden Green and Dollis Hill, and the two brake applications were made, similar to those on the accident train. The test train likewise accelerated, but an emergency brake application was made when the outer home signal was sighted, and the train stopped 190 feet before Neasden station. At the time of the accident, there was a speed limit of 15 m.p.h. for ballast trains of this type when passing through stations, and an overall limit of 30 m.p.h. The Inspecting Officer concludes that the train was probably travelling at 40 m.p.h. when the full brake application was made north of Dollis Hill, and that it hit the Bakerloo train at 20 to 25 m.p.h. Observance of the speed limits would have avoided the accident.

Several interesting facts were disclosed during the enquiry. Apparently the ballast trains were run loose-coupled, with a brakevan at each end, because this had been done when steam locomotives were used. Of the rolling stock available for these trains, only 8 brakevans out of 14 were unfitted; all the 90 low-sided wagons, 38 hopper-wagons, 53 rail wagons and 3 cable drum wagons were fitted with air brakes. After the accident, urgent action was taken to "pipe" the 8 unfitted brakevans; all battery-loco hauled ballast trains were henceforth fully braked.

Passed Driver Thompson had had only 38 turns of duty as a steam locomotive driver, and all but 12 of these had been inside Neasden Yard. He had attended

a five-day "conversion course" for steam locomotive drivers to be trained on battery locomotives, but neither of the two instructors taking these courses had driven a battery-hauled loose-coupled train.

There are several misprints in the report, unusual in an official publication. The cover shows the date as "23rd" September instead of "25th", one of the maps shows "Willesden", and the main text includes the gems "reserver key" (para. 32) and "Trainsmen's Inspector" (para. 26).

There were references to this accident in Underground Volume 7, pages 166, 184 and 189, which fill in the story.

UNDERGROUND DIFFICULTIES CONTINUE

Strikes, Sickness, a threatened combined bus and underground one-day strike for the 1st January (later called off), increased fares, more stations to be closed as a result of a policy of economy. In mid-December Mr. Jack Jones, general secretary of the Transport and General Workers' Union is reported as saying "We are aware that in some areas of London there has been a virtual collapse of public transport..." It should be mentioned that this has been noticed by the travelling public, who have become quite aggressive on one or two occasions recently.

The effects of the strike at Acton and elsewhere have continued to escalate (a particularly appropriate word in this instance!) until about 50 escalators were out of service due to faults, also many lifts; and trains have continued to be withdrawn, particularly from the Northern Line, due to faulty compressors in the main. The strike has been ended, but there is a lot of leeway to be made and the public has not seen much improvement up to the time of writing.

Northern Line passengers at Bank imprisoned an LT official in a platform telephone kiosk in the evening rush-hour and detained him about 20 minutes; the GLC are being harassed, questions are being asked in Parliament - but improvement is not on the way yet. There have been advertisements in the press from LT to placate the

irate - suitably headed "Your troubles on the Underground". The Westminster Chamber of Commerce has sent a letter of complaint to the Prime Minister. But writing and talking do not, of themselves, put things right, and the lack of tact in announcing much increased fares at a time when the service is at the lowest ebb since the war really was a first-rate blunder. The commuter is being got into the frame of mind when something will be done whether LT like it or not.

The number of failures, cancellations and so on have been so numberless during the past month that it is quite impossible to list them. There is one aspect of the withdrawal of numerous trains for compressor faults which must be noted however. It has generally been assumed that the circumstances have arisen wholly as a result of the strike of maintenance staff at Acton, but this is not wholly true. In fact trouble has been experienced for many years with a certain type of compressor fitted to many 1938 tube stock cars. The situation has been worsening over the past two years, and some cars have had to be withdrawn from service. Two years ago the Piccadilly Line had 15 seven-car trains of 1938 stock. On 15th September last there were only six left; the others had all gone to the Bakerloo and Northern Lines to replace defective trains. The Piccadilly now (December 1969) has no 1938 stock left and has borrowed at least 3 trains from the Central Line. The resulting temporary alterations to the timetables involve the cancellation of about 8 trains a day on the Piccadilly Line and 4 on the Central Line. The cancellations came into force on 15th September; the strike at Acton did not begin until the 24th. The implications are obvious; the strike was being used as an excuse by LT for the disruption of services; and by the strikers, who in effect said 'look what our strike is doing to the Underground'. There is no doubt that the strike was partly responsible for the troubles, but a lot of people are going to be very annoyed when they find that Northern and Bakerloo services do not improve despite the end of the strike. It will be interesting to see what steps LT take to rectify the train equipment problem. They will have to do something to improve services as quickly as possible.

NEWS FLASHES

- NF 892 Ref NF 859; the other brake van broken up was B564, not B567 as stated.
- NF 893 A reporter on 'The People', carrying out an investigation into the honesty of various traders in giving change for the new 50p coin was not very favourably impressed with the integrity of the majority of those experimented on - but he reported very favourably on LT booking clerks, who gave correct change every time.
- NF 894 Two District Line trains were taken out of service with defective doors on the 24-11-1969, and the consequent gaps in rush hour services caused a lot of delay to passengers.
- NF 895 The latest Victoria Line film attracted almost 23,000 people to see it during its 7-week run at the LT cinema at Charing Cross Underground station.
- NF 896 When C69 stock commences working on the Circle and Hammersmith & City Lines, it is understood that it will be operated by a two-man crew, with the guard working from the rear cab. The reason is that the Ministry of Transport has insisted on full equipment for one-man operation being installed before one-man operation can begin. This does not sound unreasonable when it is put like that, but the cost will be colossal, (including as it does closed-circuit TV on all platforms, carrier-wave communication in all cabs and emergency stopping equipment at every station. Even when one-man operation starts, the trains will be driver-operated, and not automatically-driven.
- NF 897 On 5-12-1969 two security guards were shot at Earl's Court station while delivering £3500 in wages to the offices. The attack took place while the guards were walking from the Warwick Road entrance, and three men were in the gang, but they got nothing. Neither guard was seriously injured.
- NF 898 The Mexico City Metro opened its first section in 1969 - Line 1, 8 miles with 16 stations.

- NF 899 Persistent rumours are reaching the Editor from a number of sources to the effect that the policy of the Greater London Council in relation to London Transport is to reduce public transport to such an extent that people are forced onto the roads, thus providing the GLC with the excuse to carry on with their very unpopular motorway schemes. While this seems to be rather far-fetched, it is strange that the rumours should be so prevalent - and come from totally unconnected sources.
- NF 900 At 13.00 5-12-1969, A 60 motor car 5229, forming the leading vehicle of an 8-car train, was noted with front-end damage and jammed against the buffer stops of a siding at the north end of Neasden depot.
- NF 901 Two unusual features of Barons Court station have been noted; one is a drinking fountain on the eastbound platform, still in working order; the other is the fact that there is no passenger accomodation on either platform - which is unusual at a station where so many trains terminate.
- NF 902 It is understood that Ballast Trains are to be renamed Engineer's Trains.
- NF 903 The test train has been running with pure e.p. braking equipment - no Westinghouse being fitted. This was noted in the spring of 1969 originally.
- NF 904 A new Rule Book came into force on 30-3-1969 - postponed from 2-3-1969 which was the original date intended for its operation.
- NF 905 Former L92, now at Bridgnorth has had its trip-cock removed and vacuum brake refitted. By the end of November 1969 a start had been made on cleaning and preparation for repainting in GW colours.
- NF 906 The London Borough of Hammersmith has carried out an extensive Rail Passenger Survey as part of a larger Transportation Survey. Forms were handed out at a number of stations, including West Brompton, which is not in the Borough.
- NF 907 A man was slightly injured when he fell between train and platform at Elephant & Castle on 18-12-1969.

NEW HONORARY MEMBER OF THE SOCIETY

As briefly noted in the December issue, the Society has been honoured by Mr. Ian R.F. Thomson in his acceptance of Honorary Membership, conferred on him in recognition of his outstanding generosity in presenting to us his remarkable collection of miscellaneous material relating to the Metropolitan Railway. Now known as the Thomson Collection, this material is being kept together with its own Curator as the value would be considerably reduced if photographs, maps, drawings etc were split up and divided between the Society's existing collections.

Members will recall that Ian Thomson was present at the Society meeting in Hammersmith Town Hall on 13th June 1969, and gave a short talk telling how the Collection came about, but a little more information would seem to be appropriate.

Ian Thomson is an exhibition designer with the Central Office of Information which means that he is closely related to the drawing board and tee square - in fact he says he looks like one! His interests have always been in the modelling field and started off with LPTB buses in the "NS" era. Interest in the Met came through the Watford buses of the Metropolitan Railway - and it just grew like Jack's beanstalk. Ian says that essentially he is a Met enthusiast with a leaning towards its architecture and its impact on the day-to-day life of London. He also says "The model of Quainton Road started 10 years ago still is uncompleted, it is hoped to finish it in the next 10 years".

He enjoys drawing Met coaches and wagons and has quite a collection in 4mm should anyone require prints; it was his intention to draw up most of the stations and with this in mind most of the snaps in the collection were taken about 20 years ago following rumours that they were to be pulled down. In this case Ian has the negatives, should anyone require prints. He also spends a lot of time drawing up 1914-18 military vehicles, and modelling them; his workshop embodies most tools, and means of moulding and casting various parts - and he is sure a "Met-Vick" will emerge one day.

NOTICES

TICKET SETS FOR SALE The Society can offer the following sets of tickets for sale at the prices quoted;

12 Assorted Values from the Hale - 3/6d

4 " " "Child" from Piccadilly Circus - 1/-

7 Widened Lines (BR) to various destinations - 2/6d

2 East London Line to Southern Region - 1/-

Orders should be sent to the Acting Sales Manager, S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by the appropriate remittance and a stamped addressed envelope.

RECORDING RAILWAY STATIONS The Greater London Industrial Archaeology Society is appealing for members to record the Station Ironwork of London Suburban Railway Stations. Any of our members willing to assist GLIAS in this project should write to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, who will contact GLIAS on their behalf. Please state any particular preference for area, line, etc when applying.

CLAPHAM MUSEUM A notice has been received from The Transport Trust asking its affiliated societies to encourage their members to continue the campaign to keep the museum in London by writing, as soon as possible, to their own Member of Parliament, pointing out to him (or her) the extent of disapproval which exists for the York project and the breaking up of the Clapham Collection. The Committee has endorsed this appeal by the Trust and would encourage all TLURS members to write as requested (the address is House of Commons, London, S.W.1) so that many members learn of the extent of the opposition now - at a time when an election cannot be very far off and pressure in all quarters is building up to oppose the move.

ANNUAL GENERAL MEETING

Members are referred to the Notice on p.16 of the January Issue re Nominations for service on the Committee and proposed changes in the Rules. It can now be added that the AGM will take place Saturday 21st March 1970 at the Museum of British Transport, Clapham, London, S.W.4, at 14.30. It is hoped that as many members as possible will attend; this is the one opportunity in the year for the ordinary member to tell the Committee what he (or she) thinks of the Society. Also Associates - but they cannot vote.

THE TIMETABLE

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

19.00 for 19.15 Friday 13th February Illustrated Talk by Chris Gooch entitled "Changes in the Sixties"; this will be given at Hammersmith Town Hall and should prove a nostalgic evening - particularly for those who have been members of the Society since its inception in 1961. The title of the talk, however, refers to changes on the Underground, not changes in the Society!

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

19.00 for 19.15 Friday 13th March Usual monthly meeting at Hammersmith Town Hall - programme to be announced next month.

14.30 Saturday 21st March Annual General Meeting at the Museum of British Transport, High Road, Clapham, London, S.W.4. Full details and formal Notice of Meeting will appear in the March issue.

Sunday 19th April Open Day at Clapham Museum. The Society will have a Stand as usual; details to follow.

Sunday 17th May Arrangements are in hand for a visit to the London Railway Preservation Society's new depot at Quainton Road station. This will be an all-day visit and it is hoped that travel will be by bus from central London.

Friday-Monday 5th-8th June Visit to Paris Metro. It is hoped that final details will have been received from RATP in time for a Notice and Booking Form to accompany this issue of the Journal. The trip will last from Friday, evening departure from Victoria, to Monday - early morning arrival back at Victoria, and the cost will not exceed a basic of £12 with optional extras.

THE TAIL-LAMP

An unemployed man stole a bicycle in Kingsway and then tried to ride it down the up escalator at Holborn Underground station; he had been drinking at the time, it was reported to Clerkenwell Court where he was given a conditional discharge for the theft.

from a report in The Evening Standard, 14-10-1966

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