



Meet at Community Centre
Prebendal Avenue
1.30 p.m. for Notices at 2.00 p.m.
Full Refreshments this Month
**Face Masks are recommended
except for Eating and Drinking
Sanitise at Door**
Speaker booked for 2.45 p.m.

Date	Speaker	Title
19 th January 2023	Jeff Evans	The Questionable History of the TV Quiz Show
One of televisions most successful creations is the quiz show. Who along the way have been the winners; losers and perhaps most intriguingly the cheaters?		
16 th February 2023	Sqn Leader Graham Laurie	The Queen's Flight

Your u3a Coach Trips 2023

Below are the proposed dates and prices for Trips in 2023. There will be lists available at the January Meeting, for you to indicate whether you would be interested in any of the trips - considering the potential increased costs. We have based these calculations on 25 people going – please note that the more people that go the cheaper the price per person!!!

Please note you are NOT booking a place on any the trips.

Place	Proposed date	Cost pp
Globe Theatre, London	3 rd April	£35.00
American Museum, Bath	3 rd or 10 th May	£31.00
Highgrove House	June	£49.00
Whitstable, Kent	12 th July	£20.00
Weald & Downland Museum	6 th September	£32.00

Geoff Short – Chair

A happy New Year to you all and a wish that 2023 should be an improvement on last year!

We welcome Jeff Evans as our monthly speaker for January. He will be talking about “The Questionable History of the TV Quiz Show”!

For those of you who were unable to make the December meeting, we had a really interesting talk, given by “Sun Jester”. We should also thank Jan Paver and Chris Blaik for their efforts with the Christmas raffle which raised just under £100 for the Florence Nightingale charity.

Dave Rogers – Editor

A Brief History of London Underground

The First Underground Line (1863)



In 1854, the Metropolitan Railway was given permission to build a line running from Paddington to Farringdon Street using the dig and cover method to create its tunnels. This method involves the digging of long trenches into which the rails can be laid prior to a roof being built over the trench to form a “Shallow Square Tunnel”. There was no “cutting” into the earth by tunnelling machines in those days! Construction did not start until 1860 due to difficulties in raising the required funds, but progress then quickened allowing the first underground railway to be opened to the public on 10 January 1863.

Initially, the line used wooden carriages with gas bags on their roofs to run their lights. As these carriages were pulled by steam engines that produced sparks and the tunnels had no ventilation shafts, it was a miracle that there no accidents in that early period before the use of electric motorisation allowed the construction of “Deep Round Tunnels”.

The Metropolitan Railway grew rapidly; reaching Hammersmith in 1864; Richmond in 1877 as well as scattering the new suburbs of “Metroland” along its path through Middlesex, into Herts and Bucks (Aylesbury) terminating at Verney Junction 50 miles from Baker Street. Today the line terminates at Amersham.

The Circle Line (1884)

The obvious success of this first underground line (9.5 million passengers in the first year of opening) led to applications for other underground lines including that for construction of the Circle Line to connect a number of Overground terminals. As the application was in conjunction with the Metropolitan Railway, it was no surprise that the track was laid in square tunnels for traversal by steam engines. It wasn’t until 1905 that the existing Metropolitan, District and Circle Lines had been completely electrified.

The First Electric Deep Underground Line (1890)

The first line to operate underground electric traction trains in 1890 was the City & South London Railway that is now part of the Northern Line. This line ran from Stockwell, under the river Thames, to King William Street in the City of London. The name King William Street was abandoned and replaced by Bank in 1900 when the Northern Line was extended to Moorgate. Further extensions in 1907 took the line to Euston and Clapham Common. The introduction of electric trains meant the tunnels could go much deeper underground and even travel on top of each other.



Development of the Network (1906 - 1933)

In 1906, we had the construction of the Bakerloo Line from Baker Street to Kennington Road (now Lambeth North). During the following decades' the line was extended to Queen's Park prior to a further extension to Watford. Rumour says the Bakerloo Line was created after businessmen complained they couldn't get to Lord's Cricket line quickly enough! In 1939, the Stanmore branch was taken away from the Metropolitan Railway in order to simplify that massively over complicated line.

Also in 1906, the Piccadilly Line emerged as a combination of two earlier schemes – the Great Northern & Strand route from Finsbury Park to Aldwych joined to the Piccadilly Circus line from West London by a connection under the West End.

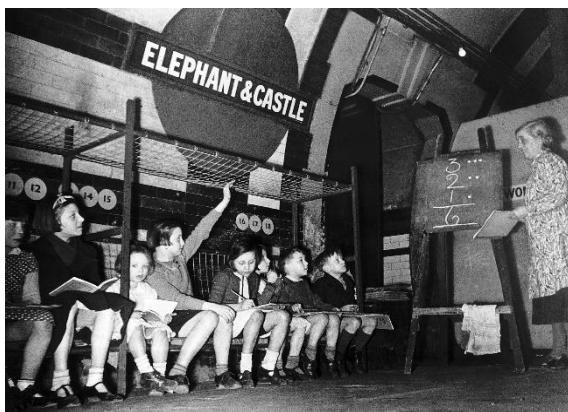
In 1908, the very first electric ticket machine was introduced; the name “Underground” appeared in stations together with the famous circle logo.

In 1911, Earl's Court station got the very first escalators and in 1929, the doors of the trains stopped being operated by hand.

In 1933, the first diagram of the Underground map was produced by Harry Beck. He based his design on an electrical circuit instead of drawing the Underground lines exactly where they were geographically. The design of the map would be tweaked over the years.

In 1933, the Underground was no longer managed by individual train companies but came into the Public Sector through the enactment of the London Passenger Transport Act covering the “London Transport Area”. It was not outright “nationalisation” as the private companies were purchased partially with cash and partially by the issue of interest-bearing stock which meant that former businesses continued to earn yields from their holdings.

The War Years (1940 – 1945)



People spent many nights sleeping on platforms to escape the bombs that were falling on London above. On 3rd March 1943, 173 people were killed at Bethnal Green as people rushed to enter the station to shelter from these bombs. A woman and child fell near the bottom of the stairs, causing others to fall around them. Wardens were unable to stop the incoming rush over these crushed people. This was the largest single loss of life in the history of the London Underground. Besides being used as air-raid shelters, some stations were closed altogether and used to protect items from the British Museum.

After the War (1948 - 1972)

For the first time (1948), planning and building new Underground lines would be the job of the state when the London Passenger Transport Board was nationalised as the London Transport Executive – the forerunner of “Transport for London” (2000). A plan was proposed for a new south-west to north-east line running from Victoria to Walthamstow (The Victoria Line). Its main function was not to serve new destinations but to relieve over-crowding on the existing network. The plan won parliamentary permission in 1955; construction began in 1962; and the first trains ran in 1968. A proposal for a southern extension to Brixton had already been approved so that bit opened in 1972. It took nearly a quarter of a century to build a new Underground line.

Jubilee Line (1979)

The Jubilee Line started as a branch between Wembley Park and Stanmore on the Metropolitan Railway in 1932. When the railways were “nationalised” by the London Passenger Transport Board, this branch was transferred to the Bakerloo Line (1939) where it remained for a few years. After the War, it was recognised that the Underground needed another line to ease congestion. The Jubilee Line was opened in 1979 and an extension from Green Park to Stratford received Royal Assent in 1992. The project started in December 1993 and included constructing a 7.7-mile tunnel and a 2.3-mile railway on the surface.

The Elizabeth Line (2009 – 2022)

Crossrail Ltd was formed between Transport for London and the Department of Transport in 2001 to plan an East-West link across London but, it wasn't until 2008 that the Crossrail Act gave permission for building to start. In essence, this line is not truly Underground as the construction is more like an Overground line with Tunnels under London.

Elizabeth line route



- May 2009, the company broke ground at Canary Wharf
- May 2012, tunnelling started
- May 2015, rail services open between Liverpool Street and Shenfield
- May 2017, new trains start running between Liverpool Street and Shenfield
- May 2018, services start between Paddington and Heathrow Airport replacing existing services
- May 2019, services start between Paddington and Reading
- May 2022, Elizabeth Line opens bringing together 10 stations under central London

Sandra Chaudhry - Treasurer

Help our u3a to earn extra funds at no cost to yourself!

Turn on AmazonSmile

Simply sign up by selecting your favourite charity (you can change this at any time) at smile.amazon.co.uk. Open the app and find 'Settings' in the main menu (☰). Tap on 'AmazonSmile' and follow the on-screen instructions to turn on AmazonSmile on your phone.



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Same products, same prices, no cost to you
AmazonSmile has the exact same low prices, vast selection and convenient shopping as the Amazon you know.

Generate donations

Amazon will donate 0.5% of all eligible purchases to your favourite charity when you shop.



Maximise your impact

Support your favourite charity with every eligible AmazonSmile purchase from your phone or computer.



Support your favourite charity

Choose from thousands of local and national charities. Change your selected charity any time.



Choose: MID-BUCKS(AYLESBURY) U3A and invite your non-u3a friends to support us as well!

Jasmine & Simon Reeks – Local History Group

At Methodist Church

Planning Meeting 26th January 11.00

At Southcourt Community Centre

23rd February 14.00 Buckinghamshire Workhouses with section on Aylesbury. An illustrated talk by Julian Hunt. *ALL U3A MEMBERS ARE WELCOME. PLEASE SIGN SHEET SO WE HAVE SOME IDEA FOR REFRESHMENTS*

At Kings Head, Aylesbury

23rd March (time to be confirmed) Talk by Terry Bloxham with a lively resume of the War of the Roses and the history of the Medieval Glass in the Kings Head windows. It would be most useful if you could please email us or sign up at the General Meetings so we have a rough idea of numbers in advance.

Ann Burman – Quiz Group



The next meetings are Tuesday 17th January 2023 and Tuesday 21st February. The Venue is the Aylesbury Tennis Club and the cost is £1 per person (including tea and biscuits!!)



ALL ARE WELCOME

Any queries contact ANN BURMAN tel.no. 01296 422084 (or Chris Blaik tel.no. 01296 425964)

Jim Wilding – Group Leader

History Of Transport

Our next meeting will be at 2.30 on Wednesday, 18th January 2023, at 9 Mill Mead, Wendover.



Musical Appreciation

Our next meeting will be at 2.30 on Tuesday, 24th January 2023, at 9 Mill Mead, Wendover.



Jane Elliston – Art Coffee Morning



I hope you all had a nice Christmas. The Art Coffee Morning is going strong.

We will be meeting next on February 14th at the NEW TIME of 10:00 tea. Refreshment 50p and we often have a not-for-profit raffle which is 50p



Simon Reeks – Gadget Group

A Happy New Year to you all.

A gentle reminder that Microsoft has now removed support from all versions of Windows except for 10 and 11. If you still have older versions such as XP, Vista, 7 or 8, there will be a growing security risk and really should not be used. It may be possible to upgrade versions 7 and 8 to version 10 (free of charge), also upgrading with a new SSD hard drive will probably speed up the computer quite nicely. Windows 10 support will last until only October 2025 so should not be used after then.



This month I have upgraded a couple of computers with SSDs, installed more RAM memory in a laptop, sourced and replaced a faulty monitor and updated several McAfee antivirus subscriptions.

There are still a few Dell PCs that I'm offering free to good homes (although you might want to make a donation to your favourite charity). If you need a PC, advice about the new Windows 11 or indeed any other (non-Apple) "gadget" subject, please contact me and I'll see what I can do, by phone / email on 01296 482735 or reeks@fangio.co.uk

Next Contribution Date Friday 10th February 2023

Contributions Welcome from ALL Members

Thames Valley Network

One person, one vote, one value, or is it?

Wednesday, 25th January at 10.30 a.m. on Zoom

Mark Lovett makes a welcome return to a TVN event, this time with his take on our electoral system. This should rather be systems, depending on whether it is a general election or one for the parish council, whether we live in England or one of the devolved nations of the UK, whether our city has an elected mayor or our town council elects its own. Mark will guide us through all the variations, discuss how we select our Prime Ministers (especially in the light of recent events) and question whether our unwritten constitution is really as democratic as we might like to believe.

The fee for this event is £1. Please book electronically by clicking on the 'TICKETSOURCE' icon immediately below the event on www.u3atvnetwork.org.uk This is by far the best and easiest option. You will receive an acknowledgement immediately and the Zoom link about 48 hours before the event. If you experience any difficulty, please email the organiser Patsy Thornton at patsy@thorntac.co.uk with your name and the u3a to which you belong. If you have not received the Zoom link by midday on Monday, 23rd January please email the organiser as above. Please do not wait until the day of the event.

Closing date for applications is Sunday, 22nd January

Result of Memory Strategies Survey from Hertfordshire University

This new questionnaire was circulated on various social media platforms and several branches of the University of 3rd Age (U3A) for a period of 8 months between January 2021 and August 2021.

In summary, this study showed that the newly developed questionnaire can assess the frequency of various memory strategy use in everyday life across the adult lifespan and can be used in the future clinical and research work on memory functioning in everyday life. Furthermore, this study confirmed that there still exist strong stereotypical views towards memory and ageing, which highlights the need to raise awareness on this matter in our society and reduce age-related stereotypes.

If anybody took part in this survey and would like a copy of the full results then contact Editor.