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THE FUTURE OF THE UNDERGROUND

Probably at no time in the last fifty years has the Underground been held in such low esteem by the average Londoner as it is at the present time. If the Victoria Line is excluded, because of its very definite success and popularity, the whole system is suffering from a combination of circumstances which, together, are not only making it unpopular, but are seriously reducing its utility to the busy traveller.

The latest fares increase, introduced on 16 August, has raised the minimum fare to the quite absurd level of one shilling; coming at a time when the service is worse than it has been for years, nothing could be better calculated to make the user look around for alternatives. Even the timing of the increase is in itself a cause for complaint. The middle of August is at the height of the holiday season; London is full of visitors, who are passengers needing single-journey tickets and do not travel on seasons; booking clerks are short because of their own vacations, as are the mechanical staff needed to alter the automatic ticket machines. Result? With the machines out of use, all neatly labelled to explain why, queues at booking office windows are the longest ever - at Sloane Square, for example, one evening in August (just after the rush hour) the queue was extending outside the station, completely blocking the public pavement and from the time of joining the end of it to obtaining a ticket from the one, harassed, clerk on duty was taking fifteen minutes. This was a situation being repeated at all stations in the central area, and to have deliberately created it was a stroke of sheer imbecility on the part of LT.

But, stupid though it may be, this is only a minor and temporary irritation; the enormous fares increase and all the other faults are much more serious. A succession of labour disputes, with another strike now being threatened, power failures, train failures and derailments, trains being cancelled on all lines due to staff shortages, lack of ability to keep passengers informed or to rescue those stranded; general shortage of stock as well as staff; all of these contribute to the present discontent. And the signs are that things are not going to get any better - for the present at least. It is understood that the new C69 stock has run into difficulties on test, and that the introduction of the first units into service may be delayed by several months as a result; on the cost side too, it seems that the intention is to bleed the public still more, for the first tickets overprinted in decimal currency are now being used. The equivalent decimal price of a 2/6d ticket is overprinted as 13p; the true equivalent is, of course, 12½p, so LTT are clearly intending to use the change of currency to further their revenue against the wishes of the government. There is no justification for this, as the coins exist for a 12½p fare, and it is just another sign of the contempt in which the passenger is now held by LTT.

A complete reappraisal of the place of the Underground system in the London of the future is needed now; it is to be hoped that the Greater London Council will carry out such an examination in the immediate future, in conjunction with the London Transport Executive, with a view to stopping the deterioration before any more damage is done.

DISTRICT ELECTRIC ROLLING STOCK

P.R.⁶ Connor

The idea of the rolling stock improvements plan of 1921 was to purchase 50 new motor cars and use them to replace 50 wooden motors which would either be scrapped or converted to trailers. It was proposed that all the other wooden motors would be converted to trailers and be replaced by more new motor cars. At the same time the remaining old bogies would be replaced by a new type, the whole programme to be completed by 1929.

The scheme was not actually carried out exactly as planned. To begin with, 20 of the 35 wooden trailers which were already withdrawn, were scrapped in 1922, and were replaced - as far as the capital account was concerned - by 20 trailers of 'F' stock. As it was not possible for the 'F' stock to run with older District cars - owing to the difference in coupler heights - there was a reshuffling of stock formations. These reformations were designed so that, as far as possible, there was an equal number of motor cars and trailers in any one train of older stock.

Early in 1924 the 50 new motor cars were ordered from Gloucester and were delivered in 1924-5. In some ways these cars were a retrograde step from the point of view of design. The clerestory roof reappeared, there were only two sets of double-doors per side and the straight flat ends of the cars gave them an extremely ugly appearance. These cars were known as the 'G' stock and as it was intended that they should run with the pre-1914 stock, one suspects that the design was chosen to provide some sort of uniformity of train appearance. The 50 wooden motor cars they replaced were stripped of their electrical equipment, which was fitted to the new cars, and eight of them (two 'B' stock and 6 'A' stock cars) were scrapped. The remaining 42 were rebuilt, converted to trailers and designated 'H' stock. They were renumbered 1400-1431 and 1600-1609, and were fitted with new trailer bogies.

The bogies provided for the 'G' stock, and those which henceforth replaced the remaining old bogies under the wooden cars, were of a new type. The A2 motor bogies had a 7ft 10in wheelbase and 3ft diameter wheels, with double-block brake rigging. The K2 trailer bogies had the same brake rigging and wheel diameter, but had a 7ft wheelbase. These became the standard new bogies for all subsequent District-built cars. Twenty-two of the 'G' stock motors were fitted with a new type of compressor - the Westinghouse CM 38 - which was very similar to the B T-H CP30 type (of which the District already had substantial numbers) and which were provided on the remaining new cars. Incidentally, the Westinghouse compressor was also fitted to all Standard tube stock built up to 1926, and is currently working on some of LIT's sleet locos.

The new cars measured 9ft 0 1/16in at waist, 12ft 3 1/2in high and 49ft 2in over headstocks. Each car weighed 35 1/4 tons and bogie centres were set at 34 feet. Improved lighting was provided, with single shaded bulbs spaced at intervals along the lower part of the roof and along the cant rail over the seats. Green and cream interiors and moquette upholstery and the usual 'Underground' red' with black trim and grey roofs was adopted on this stock, and the 'H' stock rebuilds. The general colour scheme and interior design was very similar to that of the contemporary Standard tube stock, and the basic pattern was continued on all cars built up to 1935.

The 'G' stock was numbered 640-679 and 800-809. The reason for this peculiar allocation of numbers is obscure, but there seems to be a relationship between these numbers and those of the 'H' stock. It may have been decided that the new motors and converted trailers would run in pairs and numbers were allocated to match. e.g. No 640 would run with No 1400. There were of course 8 motors left over which would have become spares. Another strange feature of these cars was that 17 of them had the door opening of both the passengers' sliding doors and the driver's and guard's hinged doors reduced by two inches compared with the other 33 cars.

As the new cars arrived, and the wooden motors were converted to trailers, the wooden trailers in the poorest state of repair were withdrawn and scrapped. By the end of 1926 a total of 70 cars (including all the 'A' stock) had been written off. The total number of cars remaining (excluding 'F' stock) was 277 motors and 233 trailers. Although the District's new policy of having an equal number of motors and trailers in each train does not correspond with these totals, it should be remembered that an excess of motor cars was kept for operational and maintenance purposes.

The next stage of the improvements plan commenced in 1927 when designs were drawn up for 101 new motor cars. These cars were to replace another 110 wooden motors which were to be converted to 'H' stock trailers. The new cars were designated 'K' stock and were very similar in design to the 'G' stock. The bodywork was tidied up

slightly and the clerestory roof now sloped down at the ends as on the pre-1914 stocks. The headlights were grouped together in a box below the offside cab window together with the destination plates. The interiors were also similar to those of the 'G' stock but the number of seats was reduced from 44 to 42. The seating plan was rearranged and two tip-up seats were provided at the trailing end of the cars.

Another part of the improvements plan involved the re-equipment of much of the District's rolling stock with new motors and control apparatus. When the 'K' stock cars arrived they were fitted with two WT54B motors and automatic acceleration control by B T-H. The motors were of 240 hp and gear ratio of 19/63. Other innovations included the positioning of the air hoses at waist level, instead of below the coupler, and the removal of the lighting jumper from roof level to below the headstock with the other electrical connections. These cars were also the first on the District to be handed, i.e. they all ran with the driver's cab facing east and could not run in the opposite direction without alterations to hoses and jumpers. Older cars had had the air connections in the centre below the coupler, and the jumpers duplicated on either side of the headstock, which made for ease of coupling no matter which way the car was facing.

As it was decided that the 'K' stock should run with older cars it was necessary to alter the air and electrical connections at coupling points on C, D, E, G and H stocks. While this was being done the opportunity was taken to renew wiring, lighting and other equipments, and generally to bring the cars up to more modern standards. The cast steel buffer blocks fitted to these stocks were replaced by a new type and the original drawgear was renewed.

During this period also, the C, D, E and G stock motor cars were all re-equipped with the new WT54B motor and automatic control gear. The old GE69 motors were disposed of, and those GE212 motors which had been fitted to some of these cars were used to replace GE69 motors on the remaining 37 'B' stock motor cars. The 32 C, D, and E trailers were all converted to motor cars at this time,

being provided with the new motors and control gear. They could be identified from the original motors of those stocks by their headlights, which were grouped together as on the 'K' stock.

The 'B' stock was converted at this time to work shuttle services on the Hounslow, South Harrow, South Acton and Putney Bridge-Edgware Road lines. Henceforth they were known as the 'local stock' and were rarely seen on main line trains. Some of the trailers which had been reconditioned during the early 1920's ran with other types of car however, and presumably they required some minor alterations to wiring, although information about this is confusing.

The conversion of the old stock and the delivery of new cars was completed by January 1930, and the following lists show how the rolling stock was built up and its progress over the first 25 years of electric operation.

Delivery and Withdrawal of District Stock
1903-1930

Date	Motor Cars			Trailer Cars			Notes
	New	Wdn	Total	New	Wdn	Total	
1903	6 'A'		6	8 'A'		8	
1905	192 'B'		198	228 'B'		236	
1910	32 'C'	1 'B'	229	20 'C'	1 'B'	255	(a)
1911	22 'D'		251	8 'D'		263	
1913	26 'E'		277	4 'E'		267	
1920	40 'F'			60 'F'			(b)
1922			277		20 'B'	247	
1924	50 'G'	50 'A&B'	277	42 'H'	41 'A&B'	248	
1930	101 'K'	110 'B'	268	110 'H'	60 'B'	298	
	32 'CD&E'		300		32 'CD&E'	266	

Types of Stock upon Completion of Improvements Programme
1930

Stock	E-bMotors	W-bMotors	Trailers	Notes
'B'	19	18	114	(c)
'C'	26	26		
'D'	23	7		
'E'	15	15		
'F'	15	12	60	(d)
	13			(e)
'G'	17	33		
'H'			152	
'K'	101			
Total	228	112	326	

- Notes
- (a) One motor and one trailer of 'B' stock scrapped after collisions.
 - (b) 'F' stock not included in totals, as it could not run with other cars.
 - (c) Out of 114 'B' trailers, 100 were reconditioned 1920-5, and of these 18 were control trailers.
 - (d) Of 60 'F' trailers, 12 were control trailers.
 - (e) The 15 eastbound motors of 'F' stock were single equipped, the other 13 and the westbound cars were double equipped.

- to be continued

PROPOSED CLOSURE OF CENTRAL LINE EPPING-ONGAR SECTION

Not content with the present rash of stations marked on the route diagram as closed on Saturdays, or Sundays, or both, LPT are now attempting to obliterate the Epping-Ongar section of the Central Line completely. It has been known for some time that London Transport has been looking into the viability of this section of their system as part of the general review of uneconomic services; they have now instituted the statutory procedure for closure. Advance notices of intention to discontinue the service and close North Weald, Blake Hall and Ongar stations were posted on 30th July in accordance with the requirements of section 54, Transport Act, 1962. At the same time an explanatory notice was published stating that the object is to make the line the subject of a full and independent inquiry at which representations from public authorities and other public bodies can be heard.

In due course a further notice will be published as required by s.56 of the 1962 Act; this will give the date of the proposed closure and state the procedure necessary for lodging objections with the Transport Users' Consultative Committee, London. If there is an objection, or objections, the Committee will hold an inquiry and report to the Minister of Transport, and until he has given his consent the closure cannot take place. If closure is refused, the Minister has authority under the provisions of the London Transport Act of 1969 to pay a grant to London Transport Executive in respect of the losses incurred by keeping the line open. It looks as if this may be an attempt to get the grant, or an example of GLC parochialism - the whole line proposed for closure is outside the GLC area.

BOOKS

Alan Bloom; Steam Engines at Bressingham - the Story of a Live Steam Museum; 233pp 8½" x 5¼", plus 8 colour and 37 monochrome illustrations; London, 1970; Faber & Faber; £2-10-0d.

It is possible that readers of this review, if they confine themselves to railway literature, will not have come across any of Alan Bloom's previous books, because the earlier works have been on horticultural subjects or have dealt with his experiences as a farmer and nurseryman, steam only playing a minor part in them. This new publication is, however, a very different proposition and should not be missed by any steam lover.

The Bressingham Steam Museum is becoming known throughout the country as having the finest collection of live steam engines in existence, and "Steam Engines at Bressingham" chronicles the growth of the Museum collection from a single traction engine in 1961 to the present fine group of over thirty engines of all kinds ranging from a 9½" gauge Pacific to BR's "Britannia" class "Oliver Cromwell". The fact that all of these will eventually be steamable, and most of them are already in that condition, gives some indication of the importance of the collection, and it is good to know that the future of the Museum is being secured now by association with The Transport Trust. Alan Bloom's writing is always a pleasure to read, revealing as it does so much of the man behind the pen, and this latest book is no exception.

Underground enthusiasts will be interested to note that amongst the other gems in the collection are two locomotives which, in their main line days, hauled the District Ealing-Southend through trains from Barking eastwards - tanks "Thundersley" (a Whitelegg 4-4-2 built in 1909) and 2500 (a Stanier 2-6-4 built 1934).

This is a railway book with a difference; one which shows what can be done when enthusiasm is matched with determination; it shows too what an important part live steam collections can play in the educational and recreational spheres in the years to come - a complementary but very different role from that of the static collections. Essential reading for all who are interested in preservation.

PAMPHLETS AND BOOKLETS

The Bressingham Book; Gardens, Steam Railways and Engines; 24pp plus card covers, with 11 colour photographs; Norwich, 1970; Jarrold and Sons Limited; no price stated.

The previous review also deals with a book about Bressingham. This short, beautifully produced guide deals with the garden as well as the steam collection and shows what an ideal place this is for a family outing, for anyone without any interest in steam can spend many pleasant hours in the gardens, which cover 5 acres and contain thousands of different types of plant, many of them developed in the Bressingham nurseries. In dealing with the steam collection, the book includes a list of the engines, with brief details of each, and a map of the four passenger-carrying railways. Very useful as a guide and makes a pleasant souvenir.

Croydon - the Story of a Hundred Years; Editor - John B. Gent, and 8 authors; 60pp 10 $\frac{3}{4}$ " x 8 $\frac{1}{2}$ " in card covers; profusely illustrated; Croydon, 1970; Croydon Natural History and Scientific Society Limited; 10/-.

This year the Croydon Natural History and Scientific Society celebrates its centenary, and as its objects include education, conservation and publication, it was thought that the most fitting celebration of the event would be a book covering the history of its home town during those same hundred years. The resulting production succeeds brilliantly, and is a fitting tribute both to the worth of the town and the standard of excellence achieved in the work of the Society. Needless to say, it is not a book about railways, or transport, alone; chapters include ones on Urban Growth, Industry, Shopping and Commerce, and Education. But there is one chapter devoted to Transport, and the subject inevitably creeps into the other chapters in appropriate places. The railways are adequately covered for this particular context, and illustrations include a rare photograph of Central Croydon station, which stood on the site of the present Town Hall, and once had a Great Eastern service via the East London Railway to Liverpool Street.

While not a book for the narrowly-minded railway fanatic type of reader, it is one of great interest to one interested in the development of the London area, and will bring nostalgic memories to those whoknew Croydon only ten years ago, such have been the changes in the past decade.

Charles E. Lee; Seventy Years of the Central; 34pp with 12pp illustrations in addition and including 2 maps and a plan in the text; London, 1970; London Transport Executive 4/-.

This, the latest in the LT series by the same author, is issued in the same format and maintains the excellence of its predecessors. Mr Lee has compressed the story of the Central Line, from its predecessor schemes which go back to 1865 to the rebuilding of Oxford Circus completed last year, and has made a very interesting story of it, as might be expected of him. The illustrations are good, many of them being rare, and the book is bound in card covers to match previous ones in the same series. Essential reading.

John Camp; Discovering London Railway Stations; 56pp including 8pp illustrations; Tring, 1969; 4/6d; Shire Publications.

One of the well-known "Discovering" series, this is an interesting and useful little booklet in card covers which sets out to give potted histories of some of London's more important railway stations. This it succeeds in doing in a quite interesting manner, in very brief outline of course; unfortunately some of the information given is not entirely accurate and one or two other points are misleading. This does not mean that it should be ignored because it provides a handy pocket guide to the stations it covers - most of which are main-line termini naturally, but Baker Street and Willesden Junction are included, and there are numerous references to the Underground scattered through the text. The illustrations are good, reproduced in black and white on art paper. A handy little book only marred by its occasional errors.

Transport Museum Register; 20pp 8" x 6 $\frac{1}{2}$ " including paper covers; 3rd Edition, London, 1970; The Transport Trust; 2/-.

This handy little reference work was first compiled at the request of members of The Transport Trust who wanted a guide to those museums containing items of transport interest. That it has reached a third edition in less than two years proves that it has filled a long-felt want very efficiently. This edition is in similar format to the previous ones, being lithoed from a typewritten text, but includes a number of additions and amendments, and bearing in mind the low price it is well worthwhile getting the up-to-date issue.

Line 112 Group; The Railway to Walthamstow and Chingford; 78pp 8 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ " in card covers; illustrated with prints, photographs and maps; Walthamstow, 1970; Walthamstow Antiquarian Society; 10/-

The Line 112 Group is a group of ten historians and their draughtsman and indexer, so named after the number allocated to the Chingford Branch by the London and North Eastern Railway, and the booklet is published to mark the centenary of the opening of the Great Eastern Branch to Walthamstow. It forms Monograph (New Series) No 9 of the Walthamstow Antiquarian Society, and is another excellent example of a local publication with a much wider appeal than to the residents of the area concerned.

The subject is covered very thoroughly indeed, with chapters on the history of the line, a description of the branch, passenger and goods services, locomotives, rolling stock, signalling and tickets. There is a section giving selected references, very comprehensive notes on the maps and other illustrations, an index which is quite adequate, and even a short glossary of railway terms for the non-technical reader. The maps are very useful and fully adequate, giving projected as well as constructed railways for the district, while the photographs cover the whole century of the line's existence.

There is an interesting section on the projected tube lines to the area, and the coming of the Victoria Line is, of course, included and pictured as well; two pages of station layout diagrams complete a painstaking and very interesting booklet, which is well worth the money asked.

MAGAZINE ARTICLES

H. Clarke; The Metropolitan Pullmans; in The Railway Observer, Volume 40 No 495, May 1970; The Railway Correspondence and Travel Society.

A very useful and informative article on Mayflower and Galatea, the two Pullman cars which worked on the Metropolitan Railway from June 1910 until October 1939, between Aldgate and Verney Junction (later Aylesbury). Details of the 1938 workings are given together with full dimensions, and the article is illustrated with drawings and a photograph. Unfortunately, this journal is not generally available, being restricted to RCTS member.

Watkin's Tower; in the Architect and Building News, issue dated 16 April 1970. By Colin McCall.

A detailed study of the project for a London competitor to the Eiffel Tower which was the subject of a competition in 1889; a brain-child of Sir Edward Watkin, who with his well-known skill in linking together as many of his business interests as possible managed to get a site selected at Wembley Park 'conveniently situated on the line of the Metropolitan Railway and only fifteen minutes from Baker Street'. One of the names suggested for the Tower was 'Sir Edward's Pride and Folly' - and so it proved, for although building commenced, construction never got beyond the first stage. This article is illustrated extremely well, and, a particularly valuable feature, has a lengthy list of sources.

R.M. Robbins; The Victoria Line and its successors; in Electronics and Power, June 1970.

A revised version of the Annual Lecture of the Power Division, Institution of Electrical Engineers given by Mr. Robbins on 25th March 1970. Because it is written "from the inside" and because, in any case, R.M. Robbins is an acknowledged expert on the system, this is probably the most authoritative assessment to date of the success of the Victoria Line and the most useful indication available on LT's thoughts for future lines. Mr. Robbins points out that, by the time permission was granted for the building of the Victoria Line, the original conception was already old - but there was no time to redraw the plans as this would have meant a two-year delay. Although it is not said, it is obvious that this is a hearty condemnation of the way in which the Government dragged its feet over this line.

POSTCARD

Londoners prepare for another night on the platform of an Underground station during the London Blitz. Photograph by Robert Penn; a Dixon-Lotus Production, copyright Spitfire Productions Limited; 1969; refs L6/8729 and BB31; price 6d.

One of a series of no less than 32 scenes from the film "Battle of Britain", widely available. The station is Aldwych. Contemporary posters and the absence of track, also a sign "Way Out and to Temple Station District Line, can be checked by those eager for authenticity who wish to confirm that the film was shot on location.

Sir,

14 June 1970

Books of Underground Interest

With reference to page 96 of Underground, members may like to know of two useful sources for an Underground bibliography:

I) A Bibliography of British Railway History by George Ottley (London: George Allen & Unwin, 1965), now available new at £5. This appears, on a quick check, to include at least 260 items of Underground interest.

II) London Underground Railways, 1863-1956: a bibliography by Alan W. Ball. This is a thesis submitted in May 1956 for the University of London academic diploma in librarianship, and is held at the Library of University College, London, and also, I believe, at the Goldsmiths' Library, University of London.

The bibliography consists of 122 pages of typescript, including an index of 33 pages, and it covers:

- a) approximately ninety principal Acts of Parliament relating to the Underground.
- b) some sixty maps, including official ones: an arbitrary selection to indicate the development of the Underground system.
- c) some 227 works, arranged under the headings of general and historical works (136): works illustrating economic aspects (33): technical works (58).

The bibliography excludes the Waterloo and City Line; periodical literature, unless republished separately; and unpublished material. It does, however, include some works with only a few pages referring to the Underground, if they are felt to be important, or to include unique material.

A minor fault, in my view, is that no indication is given of the location of the rarer material; however, by implication, most of this is probably in the libraries of the Institute of Transport, London Transport and the Guildhall. In general the bibliography seems to me to be most useful.

In view of the existence of these two works on

Underground books, I feel it might be more valuable to produce a bibliography of Underground material not included elsewhere, e.g. that contained in periodicals, or in government and other official publications, although Ball does include many official sources.

Yours faithfully,

4 Sudbury Croft, Wembley,
Middlesex, HAO 2QW

Richard Graham

Nicholas Mitchell comments on points raised in the above letter as follows:-

My object is to provide a list as comprehensive as is possible at this time, a list including details of non-railway books containing chapters of interest, and that is why I have asked for the co-operation of members. I am most grateful to Mr. Graham for informing me about the bibliography by Ball which is indeed a mine of information. Unfortunately, it is unpublished and many members will not be able to gain access to it.

A list of uncatalogued Underground material would of course have to be read in conjunction with several other lists. There are innumerable references in periodicals and listing them would take me several hundred years! Finally, I feel that a list of official publications would be of insufficient interest to most members.
NM -1-7-1970

Sir,

29 June 1970

Through fares Metropolitan to Great Eastern stations

In reply to Mr. Graham. Through fares operated from Metropolitan Railway stations to Great Eastern suburban stations from about 1875. There were also through fares to and from suburban stations on most other lines: GN and Midland via Kings Cross, GW via Paddington, L&SW via Hammersmith, LC&D via Aldersgate, South Eastern via Cannon Street or New Cross, LBSC via New Cross (now New Cross Gate), LT&S via Aldgate and Fenchurch Street or Mark Lane and Fenchurch Street or via Aldgate East and Bow Road. Tickets to New Cross (SE) and beyond were available either via Aldgate East or via Cannon Street.

The London Passenger Transport Board looked upon most through fares with disfavour and they were gradually faded out at very short notice the reason given that there was little demand, but as most stations had substantial printed stocks this remark was open to question.

H.V. Borley

167 Cornwall Road, Ruislip, HA4 6AE

THE TIMETABLE

19.00 Friday 11th September A Modellers' Evening at Hammersmith Town Hall. This will be an informal meeting and will include a discussion on the form a Society layout should take. Some proposals will be put forward by our Modelling Secretary, Bob Greenaway, but it is to be hoped that members will come armed with their own suggestions and ideas, and also bring some of their Underground models. If anyone has any suggestions that they would like put to this meeting, but who can't come along, please write to the Modelling Secretary, R.J. Greenaway, 203 Popes Lane, Ealing, London W.5.

Saturday 12th September Walk over the Brill Branch, arranged by John Reed, who will lead the party. This will commence about 13.30 by coach from Aylesbury station to Quainton Road, and pickup at the Brill end will be at about 18.00. Members from London should catch the 12.10 ex Marylebone, arriving Aylesbury 13.10, and bring packed lunch and something for afternoon if desired. There will be a charge, collected on the day, for the coach to and from Aylesbury. It is advisable to tackle this walk well shod and well clad, as part of the course of the line is now much overgrown. Members going to the walk by car are advised to leave their cars at Aylesbury and take the coach - otherwise they will be stranded at Brill at the end of the walk! Please book at once by letter or telephone to John Reed - address 8 Brudenell Drive, Stoke Mandeville, Bucks; telephone Stoke Mandeville 3351. Closing date for bookings Monday 7th September, and if booking by post enclose a 5d sae.

Sunday 20th September Visit to Bressingham Steam Museum, near Diss, Norfolk. For details of the Museum see the August Timetable (p.136). The journey will be by GS67, a preserved LT single-decker bus, and the size of the party is therefore limited to 20 unless the extras can provide their own transport to Bressingham. Total cost per person will be 17/6d; bookings to G.P. Jasieniecki, 6 Redcliffe Street, London, S.W.10 as soon as possible please, accompanied by remittance and stamped addressed envelope. Dependent on bookings, pickup points will be arranged, but probably at Hammersmith Broadway, Baker Street and Stratford Broadway, leaving Hammersmith at 09.15. When booking, please state where you wish to be picked up.

Saturday 26th September Visit to Ealing Common Depot, LT.
Names accompanied by a stamped addressed envelope to S.E. Jones,
113 Wandle Road, Morden, Surrey.

NEWS FLASHES

NF 960 It is understood that two 1936 experimental stock tube cars have been converted to a two-car articulated unit and that this unit has been on test recently. No further details are available at present.

NF 961 Another strike is threatened for 7th September if a pay rise agreed last May for implementation at the beginning of August is not put into effect. The delay is due to an inter-union dispute, and the Associated Society of Locomotive Engineers and Fireman's members are threatening to strike if agreement is not reached.

NF 962 A strike of commuters against higher fares was also threatened at the time of going to press. Members of the Archway and Tufnell Transport Action Committee were intending to picket Archway and Tufnell Park stations, to encourage passengers to refuse to pay the increased fares brought in on the 16th August. A number of other organisations are campaigning against the fares increases also.

NF 963 Thirty new trains are to be ordered for the Northern Line, the first of which should be in service by 1972. In due course it is planned to build 91 trains for the Piccadilly Line in preparation for the Heathrow extension; the present trains on the line will then be sent to the Northern Line to complete replacement of 1938 stock trains.

NF 964 The London Borough of Bromley will spend £43,100 extra on school transport this year because of the withdrawal by London Transport of concession fares for scholars.

NF 965 A serious storm on the night of 7/8-8-1970 seriously disrupted Underground services on many lines due to flooding of the tracks; services put out of action included Piccadilly between Acton Town and Rayners Lane; Circle between High Street Kensington and Kings Cross; Central between White City and Ealing Broadway; District between Ealing Common and Ealing Broadway. Parts of the Hammersmith & City were also affected.

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