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THE EXECUTIVE AND GOVERNMENT

London Transport seems to be getting rather a raw deal generally from both central and local government authorities at present. Which means, in effect, that the London commuter is also doing rather badly.

On the 6th November, the Government announced that it had approved the extension of the Piccadilly Line to Heathrow to serve the airport. So far, so good. But, the bitter centre to the sugar-coated pill, it was also stated at the same time that there would be no Government grant towards the cost of the works. It is intended that, apart from a grant of £3,750,000 from the Greater London Council, the whole of the estimated cost of £15m will have to be met from higher fares. Sir Reginald Goodwin, Leader of the Opposition on the GLC, has described the Government decision as outrageous - a remark that will be fully endorsed by everyone who has any understanding at all of London's transport problems. Mr.Horace Cutler, Chairman of the GLC Policy and Resources Committee has stated that he is sadly disappointed by the decision, and went on to comment that it reflected the bias inherent in the present grant situation which operates to the disadvantage of public transport compared with road schemes. This view will also be supported by transport students.

It seems that successive Governments of this country insist on blundering on with road expansion, and refuse to heed the awful warning which is so clear from the most casual study of American experience over the past forty years.

It should be noted that this is the first occasion since the passing of the Transport Act, 1968, that a

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grant for a major improvement scheme has been refused - and does, therefore, lend much credence to the view of those who have anticipated that the Conservatives would be much worse in their transport policies than the Socialists ever were.

On the local government level, the Greater London Council is taking a very peculiar attitude to LPT. While it must be accepted that day to day running of the system can be the concern of the Executive only, there are a number of important matters affecting the system - such as the power failure in the summer - which are of great concern to the public and ought to be discussed by the Council. But when attempts are made to raise these matters, invariably the member concerned is ruled out of order. This cannot be good for the Council, nor even for LPT itself, and very much savours of the GLC deliberately turning its back on its responsibilities in this direction.

In this connection, it is worth quoting from a statement made by the Chairman of the Council at its meeting on 21/22 July this year, after he had ruled a motion on the power failure out of order.

I have decided that the primary consideration is whether the subject matter which it is sought to bring into debate is excluded by standing order B7 which specifically states that the day-to-day management of London Transport shall be within the control of the London Transport Executive and excludes the discussion of any such matter. The fact that a particular motion or question refers to the financial implications of decisions by the executive does not of itself override the effect of the standing order.

Bearing in mind that there should not be too much interference in the management of LPT, it comes down to a question of where to draw the line. At present it is drawn in quite the wrong place if such an important matter as the trapping of a quarter of a million people below ground in extreme discomfort for hours is merely a management matter which cannot be discussed in Council. It is not fair to LPT that discussions of its affairs should be muzzled to this extent, because it gives the public quite a wrong impression of LPT as an organisation above the law of public opinion.

A PROPOSED EXTENSION TO THE NORTHERN LINE

At a recent meeting between representatives of the London Borough of Sutton, the London Borough of Merton, and the London Transport Executive, Sutton Council put forward for consideration a proposal to extend the southern end of the Northern Line from Morden to the town centre of Sutton. The Greater London Council was also represented at the meeting, and it was the suggestion contained in the GLC's Greater London Development Plan to make Sutton Town Centre a main passenger interchange point that led to the Sutton Council plan.

The plan put forward provides for a continuation of the Northern Line from its present terminus at Morden along to Central Road, Morden, where a new combined LT and BR station is proposed to replace the existing Morden South station. Thence, it is suggested, it should run via Rosehill to Sutton, thus providing much improved transport facilities for both the St. Helier estate and the Rosehill area as well as providing a very useful addition to Sutton's own existing transport facilities, and improving the interchange proposed in the GLC Development Plan. This interchange, would, in any case, fit in well with Sutton's existing plans for the rebuilding of the town centre at Sutton, and with the British Railways Board's intention to modernise Sutton station.

It is realised in Sutton that LT are already committed to a number of extensions and new works - e.g. the Heathrow extension and the Fleet Line - and that, therefore, it is likely to be some time before their scheme could be brought to fruition.

It is understood that London Transport are now giving the proposals a full evaluation, and that, until this is completed, it is unlikely that LT will express any opinion on the viability or otherwise of the scheme, but to the outside observer it obviously has its attractions - particularly for the benefit it would bring to the area of St. Helier, which is not at present particularly well served by public transport.

It is understood also that Sutton Council took the opportunity of this meeting to revive the old plan to extend the Northern to North Cheam, but that LT indicated this was unlikely to take place.

BOOKS

Report of a study of Rail Links with Heathrow Airport

Part I - Summary and conclusions; 10pp; 2/6.

Part II - Details of the Study; 64pp; 6/6.

London; Her Majesty's Stationery Office.

This report is a cost-benefit analysis of four alternative rail links with Heathrow Airport, prepared by the Heathrow Link Steering Group, in response to a joint request in September 1969 from the President of the Board of Trade and the Minister of Transport. The schemes considered in relation to the costs of continuing with the existing coach services, were:-

BR1 - British Railways service between Victoria and Heathrow, exclusively for airport passengers, with check-in for air passengers at Victoria, and coach services withdrawn.

BR2 - as BR1, but with coach services continuing.

BR3 - as BR2, but without check-in at Victoria (i.e. at Heathrow instead).

LT - extension of the Piccadilly Line from Hounslow West to Heathrow via Hatton Cross. Coaches to continue running; check-in to be at airport.

The report concludes that the LT scheme is preferable on two scores, i.e. (1) the size of the excess of discounted benefits over costs, and (2) the ratio of the sums of future net benefits to capital costs. The LT scheme also shows the best financial return on capital expenditure.

Part II includes an immense amount of detail on how the conclusions were reached, and one is left with the impression that great care has been taken to bring into consideration every possible factor involved. Some of the steps in the argument are difficult to follow, unless one is experienced in cost-benefit calculations, but there are many facts about the proposed LT Link which are interesting to students of the Underground, including the following:-

(1) The proposed Piccadilly service to the airport would be at 4-minute intervals in the Monday-Friday peaks, 5-minute in the Monday-Friday midday normal period, and $7\frac{1}{2}$ -minutes at all other times. Two additional trains would be needed. The report envisages the continued use of 7-car trains,

with 4 seats per car removed for luggage space. (Members will have read the later plan for 6-car trains).

(2) 15 7-car trains per hour would give an hourly "crush-capacity" of 17,000 passengers, but a "comfort-capacity" (LT's phrase) of 11,700 (3,900 seats, remainder standing). If necessary it would be possible to run up to 20 trains per peak hour, at a capital cost for each additional train of £215,000, and annual running costs per train of £16,000.

(3) LT say that they could provide an 24-hour service (from a station in the Kensington area) in the small hours, but they believe this is unnecessary with the coaches continuing to run.

(4) The LT link would carry far more airport workers than the BR link. By 1981, it is estimated that it would carry 5,620,000 airport workers per annum (based on the "high" estimate of air traffic, compared with 200,000 for scheme BR1 and 130,000 for both BR2 and BR3.

(5) During recent years there has been a pronounced drop in traffic on the western branches of the Piccadilly Line, whereas traffic on the other sections of the Underground has been fairly static. The decline is attributed to

(a) increased employment in West London, involving less travel to Central London; (b) the fact that the western Piccadilly Line serves no British Railways terminal; (c) the construction of the M.4 motorway. Cumulative season ticket traffic on Hounslow trains has declined by the following percentages between 1961 and 1968 - Hounslow West 38%; Boston Manor 29%; Acton Town 25%; Hammersmith 20%; all stations from South Kensington to Green Park inclusive 13%.

(6) On Hounslow line trains in the peaks, the point of highest loading is between South Kensington and Knightsbridge. Loadings given in the report include the following (assuming the extension is built) for the highest peak hour at this point:-

(continued on next page)

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	Eastbound in		Westbound in	
	<u>a.m. peak</u>		<u>p.m. peak</u>	
1969	8,500		9,000	
	<u>1974</u>	<u>1981</u>	<u>1974</u>	<u>1981</u>
Pre-extension traffic	7740	6720	8190	7110
Airline passengers	450	650	300	430
Miscellaneous	20	20	20	20
Hatton Cross commuters	210	210	210	210
TOTAL	8420	7600	8720	7770

Alternative total if there
is no further decline in
pre-extension traffic

9180	9380	9530	9660
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The report gives similar figures for all stations from Heathrow Central to Kings Cross. Airport staff travelling with the peak flow are shown as far as Earl's Court in 1974, and Gloucester Road in 1981 (most of them would, of course, be travelling against the main peak flow).

The Future of London Transport: a paper for discussion; 52 pp in thin card covers; Greater London Council; London 1970; price 2s-0d. Obtainable from the Information Centre, GLC, The County Hall, London, S.E.1. at the above price plus postage.

This paper has been produced by the Greater London Council as a talking point on the future of LPT, and goes into the problems facing the system in considerable detail, setting out alternative lines of action on a number of matters - such as Fares Structure, Government Grants, Grants by Ratepayers, Future Underground Development, and so on. The object of the operation is put forward in the Preface, which states that there are two purposes - to draw attention to the most significant problems confronting the Council and the Executive in their efforts to provide and maintain an efficient and economic public transport system and suggest possible courses of action which are compatible with the Council's overall transportation strategy as already defined in the Greater London Development Plan - and secondly to stimulate discussion and debate on various proposals "with a view to formulating an immediate policy acceptable not

only to the Council and the Executive but also to users of the service and those who work in it".

This sounds a little indigestible, but the booklet itself has a great deal of interesting matter in it, and the comments, opinions and proposals invited from the public will be studied and used to help formulate a policy to be followed by the Council. There is a great deal of interest to the Underground enthusiast contained in its pages, and it should be considered as essential reading for all London travellers.

Gavin Gibbons; Trains under the Channel; 150 pp + 16 pp of photographs etc; stiff bound; Huddersfield, 1970; The Advertiser Press Limited; £1-16-Od.

Gavin Gibbons, Master of Arts, Writer of Guide Books, Linguist and Member of the Council of The Channel Tunnel Association has produced in this work a chatty little book about the Channel Tunnel, which nonetheless contains some very solid material. Rather on the fringe of an Underground enthusiast's library, but the chapters on the history of the project and on the lines into and through London which would be used by tunnel trains both contain material of interest to such a reader. The whole book is avowedly propaganda in favour of the early building of a tunnel, and as such should fulfil a useful function although the style will not suit everyone. The illustrations are not particularly well reproduced, and some are not very interesting, but the book does contain an excellent though selective bibliography.

All aspects of the subject are covered, from geology of the Straits of Dover to commercial benefits which will accrue to the United Kingdom once and tunnel is opened; the question of a bridge as an alternative is dealt with very effectively with arguments which will be difficult to refute, and the enormous good that will be done by making travel between Britain and the continent is strongly emphasised. Members will recall that the Society is planning to visit the workings for the old tunnel on both sides of the Channel in the near future on tours arranged jointly with the CTA, and will probably, therefore, wish to brush up their knowledge of the proposals. This book will help greatly.

Peter Laurie; *Beneath the City Streets - A Private Enquiry into the Nuclear Preoccupations of Government*; 247pp 9" x 5½"; London, 1970; The Penguin Press; £2-2-0d.

This book is mainly devoted to a description of the destructive powers of nuclear weapons, and how Britain would be likely to fare in nuclear war. For students of the Underground, the most interesting chapter is "Government Citadels in Britain". This describes how the unused stations and tunnels of London's tubes were used for sheltering and other purposes in the First and Second World Wars, and how and why the Government deep shelters were built. The author then puts on record all the facts that have been publicly released about other Government tunnels under London, both Post Office cable tunnels and the large tunnels beneath High Holborn and Whitehall.

He continues with some interesting and ingenious conjectures - that a deep shelter for the War Cabinet at Hampstead made use of the station tunnels at North End; that a cable tunnel was driven in 1942 on the alignment of the Victoria Line; that the Holborn and Whitehall tunnels are linked by a third one running in a loop via Waterloo, and that some of the new air-conditioned office blocks (particularly Centre Point) are earmarked for wartime Government use and are connected to the tunnel system.

There is a comprehensive index, and the numerous footnotes give the sources of the quoted facts. There are 34 figures (including several maps of the London installations, and some ink sketches).

Dr. Jean Robert; *Notre Metro*; 324pp, 314 illustrations, 11"x8½"; Paris, 1967; distributed in France by A.M.T.U.I.R., 32 Avenue du Roule, 92 Neuilly-sur-Seine. Obtainable in Britain from A.J. Stoyel, 329 Addiscombe Road, Croydon, CRO 7LF. Prices (as at summer 1970) - in France, Fr.60; in Britain, £6-0-0d.

This is not a new publication, but members who participated in the Paris visit may like to know of what is undoubtedly the definitive work on the Paris Metro; it has a two-page summary in English, but the main book is fairly simple French. It is in two main parts - Part I

deals with the history of the Metro, from the earliest schemes to the opening of the first line in 1900, and all subsequent developments to 1967. Part II has chapters dealing with various technical aspects, divided into infrastructure, stations, power supply, rolling stock (40 pages), depots and workshops, and operation (including signalling). The appendices cover 27 pages and are extremely detailed, including opening dates of lines and stations, changes of station names, annual traffic statistics, fare revisions, and full particulars of the rolling stock (including service stock). A complete track diagram is included (with all the mysterious inter-line links, and the complex terminal loops).

The text is fully illustrated by a wonderful selection of photographs and diagrams; the views of the lines under construction are especially interesting.

Even a quick dip into the book will reveal some tit-bits - that the original four-wheeled motor cars were built by les Ateliers du Nord de la France, who built half the Piccadilly Line cars; that the station "Berlin" was closed on 2-8-1914 and reopened as "Liege" on 1-12-1914; that seven successive extensions between 1934 and 1937 started from a station named "Porte de....."; how the station "Haxo" was built but never opened - and the location of the only level crossing on the Metro.

As the author points out in the preface, this book does not profess to cover the R.E.R. network, which may be dealt with in a later work, but its coverage of the urban network is really magnificent, and its worth every centime of its price.

MISCELLANEA

A Route Diagram of Tube Lines, early 20th Century; Price £5-5-0d.

We have received for review an enamel route diagram of about 21" x 18", which is said to have been made from the original art work; it is stated on the back to be "from an original made in 1908", but with respect to the manufacturers, internal evidence from the diagram itself seems to indicate a true date between 5 August and 15 December 1906.

It is a strange diagram; not only is it very selective in what it shows, but the way in which it shows what it does indicates some very curious, and impossible, through running - such as Baker Street to Finsbury Park or Angel, both via Elephant! Certain places of interest are shown alongside the line and the main line stations in the area covered are also indicated - and here there may be a clue to the reason for its production in the first place. The tube lines are shown in thick purple-red; all main line stations and lines and the District line are in thin black except the London, Brighton & South Coast and the South Eastern & Chatham lines into London Bridge, which appear in the red of the tube lines. The extension of the City and South London from Angel to Euston is shown as a broken line and is marked as under construction. This seems to indicate that the diagram had something at least to do with London Bridge and its owning companies.

Not only is the diagram selective, but it is distinctly odd in design; it is so unlike the ordinary Underground map, which, even today, can be traced back in a direct line to its ancestors of the 1907-8 period, when the central area of the main tubes was completed. Since then, the characteristic 'shape', for want of a better term, has been copied by successive designers of the map right from those early days when the general framework was planned. In this diagram, two of the major arteries then extant are omitted completely, and politics between the then separate and rival companies does not help to explain this really, since the companies with the least connection with each other are, in fact, shown, whereas the ones omitted had financial and other connections with one of those shown - the Bakerloo.

It is an interesting and intriguing product, and some more detailed information on its history would be very useful. The new issue has been produced for the London Bus Preservation Group, and can be obtained from the Society at the price stated. Orders should be sent to G.P. Jasieniecki, 6 Redcliffe Street, London, S.W.10, and should be accompanied by remittance for the full cost.

MORE ABOUT AMENDMENTS TO THE CURRENT UNDERGROUND GUIDE
G.P. Jasieniecki

In a recent note, details were requested of possible varieties of the first Amendment leaflet to the Underground Guide dated 2nd February 1970. This leaflet, consisting of sixteen pages, had the reference 270/577M/45M(3ch) and was issued with the Guide almost from the start since the Guide had incorrect information regarding the new weekend station closures.

It was suggested, in the previous note, that two or three different versions of the leaflet may have been produced at the same time, one for immediate distribution, the others with changes planned to come into effect later in the year. On further reflection, however, it seems also likely that the other two items bearing the same reference are not amendment leaflets at all, but other associated publicity, perhaps posters, or even internal notices. This possibility is suspected from the print orders of the leaflet and the Guide, 45,000 and 25,000 respectively. The 45,000 is the total number of all three items ordered under order 577M. The total number of amendment leaflets would not exceed the number of Guides, (and may be substantially less), so there are at least 20,000 copies of some other item of publicity bearing the same reference as the leaflet and, of course, there may still be another version of the leaflet included in the maximum of 25,000 we have allocated to the known one.

This problem, perhaps purely academic but nevertheless of some interest to a number of members, is further complicated by the appearance during October of a 52-page booklet entitled 'This leaflet contains Amendments to the Underground Guide dated 2 Feb. 1970 (sic) and is current from 5 October 1970', and bearing the reference 970/2250M/4000. This booklet (printed by Waterlow in the usual Prussian blue), incorporates, so far as they are still valid, the changes in the earlier leaflet and adds new timetables to Tables 4-10, 19, 21-26, 30 and 31. Copies are available normally only with unsold copies of the Guide, so the charge is, in effect, two shillings. Further alterations to Underground timetables are expected to come into effect in January, and these will probably result in a new edition of the Guide.

ANOTHER STAGE IN THE THREATENED EPPING-ONGAR CLOSURE

During August London Transport took the next necessary steps towards closure of the Epping-Ongar section of the Central Line, which they contend is losing £100,000 every year.

In accordance with the requirements of S56(7), Transport Act 1962, formal notices were published on 28th August and 4th September of London Transport's proposals to discontinue the service. These notices stated that users of the service or organisations representing passengers might lodge objections to the proposal with the Transport Users Consultative Committee for London within six weeks of the 4th September, that is to say, not later than the 16th October.

The notices continue by making clear that if objections were lodged, the service could not be discontinued until the T.U.C.C. had reported to the Minister of Transport, and the Minister had given his consent.

If no objections were received, the service was to have been discontinued on 2nd November 1970, but it is now known that there were objectors to the proposals, and so the line has a temporary reprieve while the TUCC holds its enquiry, makes its report to the Minister and he makes up his mind.

London Transport have pointed out that the Minister has power, if he refuses consent to a proposed closure, to pay a grant in respect of the losses involved in the continued operation of the line, and that publication of notice of closure is the only way in which an independent enquiry can be sought. This implies that LT do not necessarily want to close the line - but they do want to get a grant for its continued operation.

The only alternative services listed are two bus routes, both operated by London Country Bus Services Limited - the 339 (Epping-North Weald-Ongar) and 381 (Epping-Toothill).

Bearing in mind that the line in question is entirely in the county of Essex, it is clear that the Greater London Council would not be willing to subsidise the service, even if it could legally do so, and in any event the present policy of the Council is not in favour of subsidies, even in their own area. Whether the Essex County Council, or the local authority will be willing to assist remains to be seen, but closure will be a blow to the area.

THE WARTIME DEEP LEVEL WORKS BELOW THE NORTHERN LINE

The answer to a question put at the Greater London Council meeting on 6th October 1970 throws some interesting light on some almost-forgotten history. The question, put, incidentally by Councillor Ellis Hillman who has addressed our Society on the London Subterranean Survey Association's work, referred to the mileage and capacity of the deep level tunnels beneath the Northern line and asked for a report on its possible use, and was inspired by correspondence in The Times during July and August.

The reply, given by Mr. Horace Cutler, Chairman of the Policy and Resources Committee, was as follows:

"The tunnels referred to in the correspondence are only fragments of a possible deep tube line. They are located beneath stations between Clapham South (Wandsworth) and Belsize Park (Camden). There are seven sections each consisting of two parallel tunnels about 1,400 ft. long. This amounts in total to less than two miles out of a distance of seven to eight miles between the two points. They are not connected by running tunnels with the rest of the underground system, so the question of capacity does not, in these circumstances, arise. The sections were constructed, at government expense, during the war as deep air-raid shelters but with the idea that they could be linked together to form a tube railway duplicating part of the Northern Line if this were wanted.

The Vice-Chairman of London Transport, in a letter published in the Times on 4 August in reply to that of 29th July explains that later studies had shown that greater benefit would be secured by new lines on entirely new alignments, such as the Victoria and Fleet lines. These would serve areas without underground lines as well as relieve existing lines rather than duplicate an existing line by an express line which would be of real value only during the peak hours.

The Government, has, since the war, reopened some of the shelters on occasion for accommodation in other emergencies.

In view of the circumstances which I have described, little purpose would seem to be served by a report to the Council"

LETTER TO THE EDITOR

13th September 1970

Dear Sir,

I am writing a book on closed railways in the Home Counties and am seeking interesting information on several lines within the London Transport Underground System. The lines of particular interest to me at the time being are:-

- (i) The Oxford & Aylesbury Tramroad.
- (ii) Quainton Road to Verney Junction.
- (iii) Highgate to Alexandra Palace.
- (iv) Mill Hill East to Edgware.

I would be grateful if members have any photographs and documents etc. of the lines in operation which they could lend. I should, of course, return all documents borrowed as soon as possible.

I look forward to hearing from you and thank you for any assistance your Society may be able to offer me.

Yours faithfully,

M.D. Grant.

12 Grove Road,
North Finchley,
London, N12 9DY

NEWS FLASHES

NF 986 From 6-10-1970 the Eastern Region, BR, Highgate Line has been closed to London Transport Trains. From that date LT trains have not been allowed to pass the fixed red light at signal NH9 at Park Junction. Alternative arrangements for the transfer of Northern City stock have been made and will be given in a later issue of the Journal. NF 987 If the withdrawal of a government grant for the Heathrow extension is followed by no grant for the Fleet Line, the Greater London Council will be in difficulties. Large development schemes at St. Katherine's Dock and the Surrey Docks have been drawn up on the assumption that the Fleet Line will be built; the GLC are not likely to back this line without government support as they have done the Heathrow extension.

Journal Despatch Apologies are extended to members who did not receive their November issue of Underground on time, this was due to pressure of work on the despatch team, coupled with an unusually large number of envelopes which needed correction of addresses.

Enclosure With this issue of the Journal is enclosed a copy of the leaflet issued by London Transport to passengers using Victoria Station, District and Circle Lines, in the week prior to the introduction of automatic gates in the ticket hall serving the District and Circle platforms.

Personal Our Honorary Member, J.P. Thomas has received from Chas. E. Keiser (Operating Manager, Chicago Transit Authority), a letter complimenting him on his paper "The Seven from Chicago", published recently by the Society. In this, Mr. Keiser says that Mr. Thomas is to be congratulated on the detailed way in which he has presented a very fascinating glimpse of transportation history, and that the copy of the paper will be a treasured addition to Mr. Keiser's library.

FUTURE VISITS OUT OF LONDON

PRELIMINARY NOTICE

1971

Channel Tunnel Workings Folkestone

Saturday 24th April A visit is being arranged, jointly with The Channel Tunnel Association, to points of interest associated with the Channel Tunnel in England. This will be an all-day trip, touring the Ministry of Transport Channel Tunnel Store at Dover in the morning, and going to the old workings of the 1880's at Folkestone Warren in the afternoon. There are only a limited number of places available, and applications should be made as soon as possible, mentioning TLURS in your letter, to the Secretary, The Channel Tunnel Association, 56 Whitehall Court, London, S.W.1. A booking fee of 10/- should be enclosed with your application.

Glasgow Subway

Friday night, 30th April to Sunday morning 2nd May

Full details of this visit are not yet available, but it has been decided that it will be for one day only, travelling by train overnight in each direction, with sleeping cars being made available for those requiring them. Provisional plans are for a visit to the subway in the morning, followed by one to the Transport Museum in the afternoon. Please write to :-

J.M.Crowhurst, 3 Bush Grove, Stanmore, Middlesex, HA7 2DX, for a booking form.

Brussels

During September. Dates to be advised; this is to be a visit to the Underground now being constructed in Brussels, and it is intended should be a similar weekend to that spent in Paris this year - Friday night to Monday morning with some organised visits and plenty of time for sightseeing. Further details later.

Channel Tunnel Workings Sangatte

Saturday 2nd October. Subject to this provisional date being confirmed, a day trip will be made to see the old workings and the proposed new terminal. Travel will be from London to Calais and return via Boulogne. No bookings are being taken yet, but write for further details to the Secretary of the CTA, whose address appears on the previous page.

THE TIMETABLE

19.00 for 19.15 Friday 11th December at Hammersmith Town Hall. A Talk will be given by Paul Carter, Honorary Secretary of the Greater London Industrial Archaeology Society; his subject is 'Main Line on the Metropolitan', and as the speaker was at one time a British Railways steam loco driver on the Metropolitan line, a delightfully reminiscent evening may be anticipated - just right for the Christmas season.

19.00 for 19.15 Friday 8th January 1971 at Hammersmith Town Hall. A Film Show, comprised of his own productions, will be presented by one of our Past Presidents, C.R.L.Coles. This is entitled 'A Railway Miscellany', and those members who were present when Mr.Coles gave his President's Address will recall the excellence of his still photography and will want to make sure that they do not miss this display of his 'moving pictures'.

THE TAIL LAMP

BREAST STROKE Frankfurt City Council is using a huge poster showing a beautiful girl, life size and wearing only a snappy pair of black trousers, in a campaign to appease Frankfurters' furious with the number of detours and diversions set up on the City's roads while a new Underground Railway is under construction. The caption reads 'Without diversions up top, we could not build the tube for faster travel down below'. Observer 26-7-1970.