

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## LT's Future plans from the Chairman

In a New Year message to London Transport staff, the Chairman, Sir Richard Way, has said that LT has plans aimed at dramatically improving London's transport system over the next twenty years. He is reported as saying that these plans would cost about £650 millions - if adopted and if the money is made available. There lies the rub; judging by recent performances, external interference and failure to provide the money will ensure that these plans take not less than fifty years to bring to fruition.

Sir Richard does not seem to take quite the same gloomy view as we have expressed above; he remarks that "the GLC have shown every sign of recognising the importance of investing money in London's public transport services. This year, for example, the GLC are planning to give us £7.4m of our expected expenditure on capital projects of £27m in 1971."

Well, £27m is something, even if only just under £7½m is coming from the GLC - but it looks a bit sick against road expenditure generally in London.

The twenty-year programme referred to by Sir Richard provides, as stated above, for the spending of £650m; this is divided three ways - £125m for new buses, garages and bus control systems; £250m for new Underground lines or extensions of existing lines; and £275m for modernising and improving the present Underground network by such steps as the reconstruction of stations, replacement of lifts by escalators, improving interchange facilities, signalling and communications, renewing or renovating rolling stock, and depot improvements.

The prospect is encouraging; we shall see, in due course, who puts spanners in the works, and why.

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## DISTRICT ELECTRIC ROLLING STOCK

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P.R. Connor

The control of the District Railway passed over to the London Passenger Transport Board in July 1933. The first job undertaken by the District's new owners was the complete renumbering of all railway cars. The scheme was planned so that it would be easily possible to identify a car by its number. District stock was grouped into batches as follows:-

1-999 Steam and electric locos, plus cars due for early withdrawal.  
 1000's B Stock trailers.  
 4000's Motor cars, except B Stock.  
 6000's Control trailers, except B Stock.  
 8000's Trailers.

The B Stock retained its 1929 numbers, as all cars of this stock which remained were due for withdrawal in a few years.

The following list shows in detail how the District cars were renumbered.

<u>Stock</u>	<u>Cars</u>	<u>Numbers</u>	<u>Total</u>	<u>Notes</u>
B	Motors	1-37	37	
B	Trailers	1000-1094	78	a
B	Control Trailers	1700-1717	18	b
G,D,E	Motors	4000-4139	112	b
F	Motors	4591-4645	40	b
F	Control Trailers	6000-6022	12	b
F	1st/3rd Trailers	8000-8011	12	
F	3rd Trailers	8500-8535	36	
G,K,L	Motors	4140-4390	159	b
L	Trailers	8012-8048	37	
H	1st/3rd Trailers	8200-8258	59	
H	3rd Trailers	8700-8780	81	

- a) Gaps in these numbers were due to withdrawals.  
 b) Westbound motors and control trailers were allocated even numbers, eastbound cars odd numbers. This accounts for gaps in numbering.

London Transport now turned to the Hammersmith & City Line, which was equipped with electric saloon stock of the 1904-6 Metropolitan type. A proposal to extend the existing service from Whitechapel to Barking required four extra 6-car trains, and it was decided that new cars, with the design based on that of the latest District type, should be used. The need for the new cars at the earliest possible date was the main reason why they were built to existing designs, the Barking service being in operation before they were delivered. The order, for 14 motors and 14 trailers, was placed with the Birmingham Railway Carriage and Wagon Co. early in 1935. There were three motors and three trailers per train, with two of each type of car spare. Nine of the trailers were composites, the other five being third class only. These cars were known as the M Stock and were almost identical in design to the L Stock of 1931. They were allocated numbers as under:-

Motors - WB - 4392-4400 (evens only)  
 EB - 4391-4407 (odds only)  
 Trailers - Composite - 8049-8057  
 Third - 8781-8785

Two of these trains were fitted with air doors and passenger door control. This latter feature enabled passengers to open individual doors by means of push-buttons located inside and outside the cars. All doors were closed by the guard, and the 'passenger open' buttons isolated by him until the train arrived at the next station. Apart from B Stock car no 37, these were the first surface stock cars to have air-worked doors since the original installation on the District was abandoned in 1908. The air-door trains were numbered as follows:-

4394 8051 8782 4393 8052 4401  
 4396 8053 8785 4403 8056 4405

All the new cars were fitted with the electro-pneumatic brake, which was very similar to the type installed on the F Stock in 1928. Traction equipment was of the automatic type with WT 54B motors, as was now provided on most other District cars. All the other District cars except F Stock were fitted with extra destination indicators at this time, so that any train could be sent to the Hammersmith & City Line if required. The new cars were delivered during the summer of 1936.

While the delivery of the M Stock proceeded, a batch of 26 composite trailer cars were ordered from Metro-Cammell to replace 26 of the remaining B Stock trailers, of which there were now 78. These new cars were numbered 8058-83 and were almost identical to the L and M Stocks. As they were to work on the District, they were not fitted with electro-pneumatic brakes or air doors. They were designated N Stock.

The L, M and N Stock marked the end of the long line of stocks of the District which had the straight sided, clerestory-roofed body originating from the earliest cars of 1903. The later types could be distinguished from earlier cars by their shallower clerestory and smoother bodysides. No more cars of the type were built, although large numbers of new cars appeared on the surface lines during the next few years.

The District's stock which was taken over by London Transport was soon to become part of an immense new programme of rolling stock improvements. The later types were grouped together, and re-equipped to bring them up to more modern standards. They were also required to work with some of the new cars now being designed.

#### L99 at Quainton Road CONTROVERSY OVER FUTURE LIVERY FOR PANNIER

The Quainton Railway Society Limited now owns the ex-LT ex-GWR Pannier Tank L99, previously in GW and BR days numbered 7715. For more than a year now, since the loco arrived at Quainton in January 1970 in fact, there has been considerable divergence of views as to how the loco should be restored - to LT or GW glory.

Admittedly there may be some bias within this Society (TLURS), but it is rather difficult to see why there should be any disagreement at all; the obvious choice is LT, for the following reasons:-

1. The Quainton Railway Society Limited is the successor to the London Railway Preservation Society, and as such it should be more concerned to preserve a loco in a specifically London livery than in any other, more general, form.

2. In LT livery L99 will have a really important historical significance as a representative of the very last class of standard gauge steam locomotive to operate on public railways in Britain (apart from the preservation lines); in GW livery, this significance will be lost.

3. As L99 the loco will pair off nicely with L44 to form a small but select collection of London Transport steam.

4. Another pannier is being preserved and restored to GW livery not all that far away from London; there is little point in having two examples of the type preserved in the same livery quite close to each other.

5. Quainton Road was a Metropolitan Railway, therefore an Underground system station; therefore the LT livery, LT being successors to the Metropolitan, is the more appropriate, the station never having been a Great Western one. In fact, London Transport themselves ran services to Quainton Road until just over twenty years ago.

The present position is that the QRS is holding a poll of members to decide the livery issue. It is hoped that all TLURS members who are also members of QRS will vote - and vote for the LT-style repaint.

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#### WISDOM FROM THE STATES

One of the most influential of American magazines, Business Week, published an editorial in its issue dated 14 November 1970 discussing what it calls "the national crises in transportation policy". Towards the end of a searching examination of the present state of transport in the USA, there appears the following - "Already, travel by air and by automobile is approaching the limits set by traffic congestion, air pollution, and noise. In metropolitan areas we are running out of space for highways and airports. At some point we will have to go back to that most efficient means of moving passengers, the steel wheel on the steel rail."

No comment is needed - except perhaps to remark what a pity it is that the GLC has not yet learned that lesson fully, and is still pouring hundreds of millions more into unnecessary roads than it is into necessary underground railways.

## STOCK TRANSFERS TO AND FROM DRAYTON PARK

As a result of the closure by British Rail of the line between Finsbury Park and Highgate Wood, it is no longer a practicable proposition to serve the Northern Line (Highbury Branch) with stock from the Northern Line proper. Since the closure on 5th October 1970, the Highbury Branch has been supplied with stock by the Bakerloo Line from Neasden. This stock transfer is also a fairly complicated operation, and there is now provision in the working timetables affected for the following workings on Tuesdays and Thursdays only, and Wednesdays when required.

<u>To Drayton Park</u>			<u>Note</u>
Neasden Depot - Klondyke Sidings	depart	11.21	1
Finchley Road	pass	11.34	
Baker Street - Platform 3	depart	11.41 $\frac{1}{2}$	2
Farringdon - City Widened Lines	pass	11.52	3
Barbican - City Widened Lines	arrive	11.54	4
	depart	12.06	
Farringdon - City Widened Lines	depart	12.08	
King's Cross - City Widened Lines	pass	12.11	
King's Cross - Eastern Region			
Platform 16	arrive	12.15	
	depart	12.17	
Holloway South (Down)	pass	12.22	
Finsbury Park No 2	arrive	12.27	
	depart	12.31	
Finsbury Park No 1	arrive	12.35	
	depart	12.37	
Gillespie Sidings - Highbury Vale	arrive	12.40	
	depart	12.42	
Drayton Park	arrive	12.46	

Notes

1. Via Bakerloo Line
2. Via Euston Square
3. Stops to pick up Eastern Region conductors
4. Train reverses and crosses over.

The authorised maximum formation for the train is 3 1938 Stock cars and an L.T. Battery loco at each end.

Speed through City Widened Lines platforms is not to exceed 5 mph.

Return to NeasdenNote

Drayton Park	depart	14.00	
Gillespie Sidings - Highbury Vale	arrive	14.07	
	depart	14.09	
Finsbury Park No 1	arrive	14.12	
	depart	14.15	
Finsbury Park No 2	arrive	14.20	
	depart	14.35	1
Holloway South (Up)	pass	14.40	
King's Cross (York Road)	arrive	14.45	
	depart	14.46	
King's Cross - City Widened Lines	pass	14.48	
Farringdon - City Widened Lines	pass	14.50	
Barbican - City Widened Lines	arrive	14.52	5
	depart	14.57	
Farringdon - City Widened Lines	pass	14.59	2
Baker Street - Platform 2	arrive	15.07 $\frac{1}{2}$	
	depart	15.08	
Finchley Road	pass	15.13	3
Neasden Depot	arrive	15.26	4

Notes

1. Via Low Level
2. Stops to set down Eastern Region conductors
3. Via Bakerloo Line
4. To Klondyke Sidings
5. Train reverses and crosses over.

Formation is the same, as might be expected, as for the inward journey to Drayton Park.

Permitted speed through City Widened Lines platforms is 5 mph.

An observer has reported that the timings for the afternoon trip appear to be nominal only - numerous variations having been noted.

## CO STOCK ON THE DISTRICT

Referring to NF's 973 and 994, it seems that a correction and the removal of some ambiguities is needed to clarify the situation. To start with the date given as 4-6-1970 should read 4-9-1970. The correct position is that, up to 24-11-1970, four cars of CO Stock had been transferred from Hammersmith to

the District Line; the first pair to go over was 53021 + 53040, which worked T72 on the 2nd and 4th September 1970; these two were shortly followed by the pair numbered 53047 + 53048, which were first seen working on the District on 10th September. Up to 24-11-1970, these four cars (53021, 53040, 53047 and 53048) were the only CO Stock on the District.

Further information on the same subject, just to hand, indicates a change of instructions relating to the west end motor cars to be transferred. It is understood that it was originally intended that the west end motors should not work on the District; we now hear that they will be used, but will not be able to work eight-car trains, because of the position of the guard's controls - the guard would be still in the tunnel at certain District stations on an eight-car formation. It is now believed that the three cars in this category 54010-13-14 are to be transferred.

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#### NEWS FLASHES

NF 996 A train made up of match wagon D27103, Q Stock cars 4266, 08826, 08801, 4345, 4366, 4305, 08077, 4271 and wagon H415783 left Ruislip Depot on 6-1-1971 en route for a scrap yard. The cars had been at Ruislip for at least a month.

NF 997 From the introduction of the new timetable on 30-11-1970, the Chesham branch has been rescheduled for one train only to be on the branch at any time. The effect of this is that the shuttle stops in Chalfont bay platform whenever a through train goes to Chesham (Monday-Friday peaks). This will make it possible to remove the bay road and siding at Chesham. The signal box has also been closed, now that the branch is controlled from Amersham.

NF 998 The siding on the eastbound road between Barons Court and West Kensington was taken out of service from 22-11-1970. One Piccadilly and one District staff train were booked to go through this siding at the end of the Monday to Saturday services (i.e. early Tuesday to Sunday mornings), the Piccadilly train terminating at West Kensington, but it is believed that this did not always take place. It should be noted that C69 Stock trains to be transferred from Ruislip Depot to Hammersmith Depot were booked to go through this siding at about mid-day, and on at least one occasion did so, waiting there to be passed by a District Line train.



NF 999 Since the introduction of the new timetable on 30-11-1970, the CO/CP stock train entering Circle Line service as a staff train from Neasden via Rayners Lane and Finchley Road, no longer runs.

NF 1000 Also from 30-11-1970 the District Line Olympia service runs only between Olympia and High Street Kensington. Formerly they ran at off-peak times to and from Edgware Road.

NF 1001 According to a reliable source, it is believed that the Brixton extension of the Victoria Line will be opened ahead of schedule at the end of July 1971 if all continues to go well.

NF 1002 During recent months there has been considerable refurbishing of service stock. Apart from at least two tube sleet locos, ex-T Stock ESL 118A & B were both stripped and repainted at Neasden in September 1970, and, at Ealing Common, L65 was repainted in October. On 5-1-1971, the Metropolitan electric locomotive No 12, "Sarah Siddons", emerged resplendent from Ealing Common in lined out maroon livery, after a complete interior and exterior repaint. It is believed that No 12 will replace No 5 "John Hampden" as Acton Works shunter while No 5 is being worked on.

NF 1003 On 23-12-1970 four cars of a Bakerloo Line train (numbers not ascertained) were seen in service with red painted roofs.

NF 1004 On 23-12-1970 at mid-afternoon an unidentified engineer's train was seen in the southbound loop between West Hampstead and Finchley Road.

NF 1005 Enclosed with this issue of the Journal, readers will find a copy of the London Transport pamphlet "Christmas 1970 Underground Services". Apart from the interest to readers in seeing which services ran - or did not run - there is a curious error to be noted. On the back page there is a disclaimer of responsibility for LT's buses not running to the timetables! Apparently they do not disclaim the responsibility for running trains as per timetable - that could lead to some interesting situations if a train passenger was stranded during the currency of this pamphlet because an advertised train did not run.

NF 1006 The Greater London Council has appointed Mr Sambamurphy Thyagarajan as Chief Planner to its Department of Transportation, and he takes up his appointment in April 1971. He is a firm supporter of public transport and thinks that of London is better than any system in the United States, where he has been living for the past ten years.

## THE EPPING-ONGAR CLOSURE PROPOSALS

In preparation for the impending consideration of the closure proposals for the Epping-Ongar section of the Central Line following the Public Enquiry by the Transport Users' Consultative Committee for London to have been held in January, The London Transport Executive have prepared very detailed Heads of Information, which cover some 50-odd pages of foolscap duplicated tables, text, maps and so on. It is not possible in a short space to summarise the facts and figures reported by the Executive in any detail, but perhaps the most relevant facts are as follows.

Number of Trains serving the branch:-

Epping, North Weald and Ongar

Monday-Friday 38 each way

Saturday 35 each way

Sunday 24 each way

Blake Hall

Monday-Friday 33 each way

Saturday 30 each way

Sunday nil (station closed)

Alternative bus services existing:-

Ongar London Country route 339

Blake Hall London Country routes 339 & 381

North Weald London Country route 339

Additional Alternative Facilities required:-

London Country Bus Services Limited estimate that it would be necessary to provide an augmented service on route 339 to the extent of five extra buses if they are to take the traffic now carried on the section of line to be closed. They also consider that such operation would be uneconomic, and point out that the shortage of bus crews at the present time results in daily cancellations of journeys in the present timetable. They do not envisage an improvement in the staff position in the foreseeable future and rule out the possibility of providing regular augmentation of service 339 in peak periods. Effectively, this means that there is no available alternative to the train service.

One very interesting feature of the passenger loading figures presented by LTT is the enormous difference between peak and non-peak loadings, which is obviously one of the main difficulties in providing the service on an economic basis. Many of the trains offpeak run with less than ten

passengers, whereas the peak hour trains carry up to two hundred people. On Saturdays and Sundays there are no really heavy loadings, and Blake Hall station is already closed on Sundays. In fact, Blake Hall probably ranks as London Transport's least-used station; on a day in September 1970 - a weekday at that - it was used by no more than 108 passengers. Closure would, however, inconvenience those who do use the station for it is situated in a very isolated area. All the stations on the section are staffed, with a signal box and passing loop at North Weald, so that two trains may be on the section at the same time. The substation at Epping is responsible for supplying the current for the section, and is sufficient to allow two four car trains or one eight car train to work on the line as a maximum.

It is difficult to see what alternative there will be for the Consultative Committee to recommend to the Minister; it is obvious that the line should be kept open, but it is equally clear that it is not paying its way. To be fair to London Transport, some form of grant should be paid to cover their annual deficiency - but on the other hand, if a grant is refused, can LTT be justified in closing the line when its operating costs in total represent only a minute fraction of their total railway operating costs? This is a problem it is impossible to avoid at the present time, with so much running in favour of private transport and almost everything conspiring against the provision of satisfactory public services.

Signalling modifications could enable LTT to close the box at North Weald; Blake Hall at least could be turned into an unmanned halt - possibly the other stations could be dealt with the same way. These changes would save money in the long run, but would they save enough to make the line at least break even? It is difficult to say, but every effort should be made to keep it open; perhaps bus services should be cut back to minimise competition and bring traffic back to the line. All these are ideas which should be considered very seriously by the Minister before he gives his decision on the proposed closure, for by authorising closure he would give yet another boost to private transport, and increase road congestion - meaning heavier road expenditure eventually.

## REVIEWS

Books

Harold Perkin; *The Age of the Railway*; published simultaneously as a paperback and a hardback by Panther Books Limited and Routledge & Kegan Paul Limited; paperback version 352pp 7" x 4½" + 16pp illustrations; 1970, London; price 10/- or 50p.

Harold Perkin is Professor of Social History at the University of Lancaster, author of a number of books, and Editor of the series entitled *Studies in Social History* published by Routledge's, from which we reviewed in these pages Kellett's "The Impact of Railways on Victorian Cities" recently. Perkin is best known, at least to the general public, for his two television series for Granada on "The Railway Age" and "The Automobile Age". It is from the first of these that this book derives, and it appears as a paperback in the Panther History series.

Essentially social history as distinct from railway history, this is one of the most informative and enjoyable books of its kind - delightfully easy to read, the scene is first of all set for the railway to burst upon, and shows a world which few people today can realise ever existed - a world where most of the population were born and died in the same parish without ever leaving it, and where a lady could write in 1729 from Bath 'The road between Althrop and this place is so extremely bad that the coachman won't undertake it in less than four days, though it is but 64 miles'.

Professor Perkin covers the period to the grouping in 1923, which he describes as the end of the Railway Age, in an excellent manner; each chapter is fully annotated, and has its own section for Further Reading; there is also a good index and a chronology setting events affecting Road, Waterways and Railways against general events from 1492 to the present day - an extremely useful aide memoire. Not, of course, an Underground book, although the London Underground takes its place in the story - but it is to be strongly recommended as providing first-class background information to the study of our own special interests.

It is interesting to see the number of books on social history affecting railways now appearing - a good sign.

Guy R. Williams; The World of Model Trains; 224pp + 32pp colour plates; size 10" x 7½" (254mm x 191mm); designed and produced by Rainbird Reference Books Limited, published by Andre Deutsch Limited; London, 1970; £3-10-0 or £3.50.

This is the first of a series of luxury publications entitled "The World of Models", which is to be followed by at least three other titles in the transport modelling sphere. It is a beautifully produced book, and contains in addition to the colour plates more than 200 black and white illustrations. To anyone interested in the history of model railways this will prove to be a book of absorbing interest, giving as it does the history of such firms as Bassett-Lowke, details on the origins of the many gauges used for modelling, and a great deal of information on the methods in use for model making. Also, as a natural background to the models, a good deal of real railway history is to be found in these pages. An interesting work.

#### Papers and Pamphlets

Charles E. Lee; The Tower Subway: the First Tube Tunnel in the World; The Institution of Mechanical Engineers, London, 1970; 24pp duplicated 10" x 8".

By courtesy of The Institution of Mechanical Engineers and through The London Trust, the Society has limited number of copies of the above, most important paper, which was presented by our Vice-President, Charles E. Lee, to a Joint Meeting of the Newcomen Society and the Institution on the 18th November 1970. Consisting of 24 duplicated pages with card covers, it is available from R.J. Greenaway, 203 Popes Lane, Ealing, London W5 4NH. No charge will be made, but a small donation to Society funds plus 1/- (or 5p) postage and packing would be very much appreciated.

Consultative Panel for the Preservation of British Transport Relics; 24pp duplicated, 5¾" x 8¼", spiral bound with clear plastic front cover and card back cover; price 4/- or 20p.

Most railway enthusiasts have heard of the Consultative Panel, but most of them do not know its precise function either. This booklet, published by the Panel itself and very well produced, will dispel any misconceptions, for it very ably outlines the history of the Panel since it was

set up in 1958 upon the suggestion of Sir Brian Robertson, the then Chairman of the old British Transport Commission.

Consisting of representatives of enthusiast organisations, plus one or two observers and persons co-opted for their specialised knowledge, the Panel has, over the years, been instrumental in guiding the preservation policies of the railways and other transport organisations with its advice and help. Concerned as it was with the setting up of the Museum of British Transport, it is greatly to be regretted that the Labour administration ignored the Panel when it was reaching its decision to close the Museum and disperse the Collection.

This booklet covers its ground thoroughly and can be recommended to all those interested in preservation, it is obtainable from the Honorary Secretary to the Panel, W.O.Skeat, B.Sc., C.Eng., 32 Russel Road, London W14 8HU, at 4/- or 20p inclusive of postage. As TLURS is now represented on the Panel, by our Vice-Chairman J.P.Wirth, it is recommended that members should obtain a copy of the booklet.

#### Magazine Articles

H.Clarke; The Northern Line Highbury Branch, London Transport; in "The Railway Observer" for November 1970.

The line between Finsbury Park and Highgate Wood had only been used for London Transport stock transfers from the time the goods yards on the High Barnet branch were closed, and deterioration of the bridges over the main line led to BR's decision to close the line from 5th October 1970. This article details the transfer procedure adopted before the closure, and outlines the present procedure (also referred to elsewhere in this issue of Underground) now that the Bakerloo Line is providing the trains for the Highbury branch from Neasden. Harry Clarke has provided an interesting insight into the workings of one of LT's more obscure operations.

#### Book Note

Readers may like to know that a reprint of Mr.H.Graeme Bruce's book "Tube Trains Under London" appeared in 1969, and somehow missed being reported in these pages. This printing is very similar to the original, but a few corrections have been made, and two maps (for 1907 and 1969) added.

Journal Correction Please correct a printing error in the January issue; on p.3, in 1.5 of Alan Jackson's letter, for addition read edition.

Photographic Competition Due to the fact that the January Journal had to be prepared early, no reminder about the photographic competition was published in that issue. Consequently, in order to give those who had forgotten about it, time to enter, the closing date has been altered to February 27th. We would like as many members as possible to enter, whether you think you have a chance of winning or not. Full details are given in the October 1970 Journal, for black and white prints and colour slides, and in the November 1970 Journal for colour prints. All entries may be sent by post to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, or handed to any member of the Committee.

Journal Despatch Officer Due to the present irregularity of his working hours, Malcolm Connell has been forced to give up the work of despatching the Journal which has been his responsibility for a long time now. Recently, George Jasieniecki has been helping Malcolm, and he has now been appointed Journal Despatch Officer.

Journal of the Electric Railway Society As members may be aware, the Electric Railway Society allows its Journal to be purchased and subscribed for by non-members of the Society. The normal rate of subscription is 10/- or 50p per annum, but arrangements have been made with the ERS for TLURS members to subscribe to the ERSJ at the slightly reduced rate of 9/- or 45p per annum. Members of TLURS subscribing to the ERSJ will have that Journal despatched to them with their TLURS Journals, and any member wishing to take advantage of this facility should write to the Registrar, S.E.Jones, 113 Wandle Road, Morden, Surrey, as soon as possible, enclosing their remittance for the 1971 subscription. The ERS Journal is published every other month, comprises at least twelve pages per issue in similar format to Underground, and, while it does range over a very wide field of electric transport, it always includes items of interest to the Underground enthusiast. This is another extension of the co-operation between the two Societies, and it is hoped that TLURS Members will take advantage of the opportunity to extend their reading now offered at a very reasonable price.

## THE TIMETABLE

19.00 for 1915 Friday 12th February at Hammersmith Town Hall; an Illustrated Talk by W.Akerman on "The Alexandra Park Branch". This is a line of which the history has been neglected in recent years - and there is much of interest to be learned, which this talk will help to convey to members.

PLEASE NOTE The Visit to Lillie Bridge provisionally listed for 20th February will now be postponed - probably to 27th March, but this is also a provisional date.

19.00 for 1915 Friday 12th March at Hammersmith Town Hall; an Illustrated Paper by our Vice-President, Charles E.Lee, on "The Brill Branch". This is in the nature of a centenary celebration as the line opened on the 1st April 1871, and there could be no better authority than Mr.Lee who has been a student of and a writer on the Wottom Tramway for many years.

14.00 for 14.15 Saturday 20th March at The Museum of British Transport, High Road, Clapham, London, S.W.4. Annual General Meeting of the Society. The formal Notice of Meeting and Agenda will appear in the March issue of Underground.

PLEASE NOTE It is hoped to be able to arrange an event for the morning of 20th March to precede the AGM - see The Timetable for March.

Saturday 27th March Provisional revised date for the Visit to Lillie Bridge Depot, London Transport. Do not book yet.

10.00-17.30 Sunday 28th March Stand at the Special Sunday Opening of the Museum of British Transport, Clapham. Once again the Society will have a stand at this ever-popular event.

19.00 for 19.15 Friday 16th April at Hammersmith Town Hall; a Slide Show presented by Edward Treby and entitled "From Horse Trams to Hovercraft".

Saturday 24th April Joint Visit with The Channel Tunnel Association to the Ministry of Transport Channel Tunnel Store at Dover and to the old tunnel workings at Folkestone Warren. This will be an all-day visit and is restricted in numbers; application should be made as soon as possible to the Secretary, The Channel Tunnel Association, 56 Whitehall Court, London, S.W.1. Please mention TLURS and include a booking fee of 10/- or 50p with your application.

VISITS TO OTHER SYSTEMS Glasgow - 30 April to 2nd May; Brussels - 2nd to 5th July. PLEASE NOTE CHANGE OF DATE FOR BRUSSELS, DUE TO SHIPPING SNAGS IN SEPTEMBER. For details, write to J.M.Crowhurst, 3 Bush Grove, Stanmore, Middx., HA7 2DX.