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ARE LONDON TRANSPORT PLANNING FURTHER CLOSURES?

Elsewhere in this issue there appears a report on the Public Enquiry held in January on the proposed Epping-Ongar closure. Recently there have been a number of rumours - a few of which have appeared in the Journal - concerning further plans to close stations, sections of line, and cessation of LT services on other lines which would be transferred to British Rail.

While these still remain rumours they should not, perhaps, be recorded in print, but their persistence does lend certain substance to the possibility of a further curtailing of the Underground. It seems a pity that London Transport cannot publicise, in conjunction with the Greater London Council, any plans they may have for such closures - or alternatively deny the rumours.

DECIMALISATION OF LT

London Transport, whose staff carry out six-and-a-half-million cash transactions daily, mounted a major poster and leaflet campaign to acquaint the public with the Executive's plans for the switch to decimalisation - with particular emphasis in this publicity on the operative dates for the change. These were Sunday, 21 February for the buses, but a week earlier, Sunday, 14 February (one day earlier than official D-Day) for the Underground - to coincide with British Rail's changeover date.

Details of the switch programme were announced by the Chairman, Sir Richard Way, at a Press Conference on the 13 January. The postal strike did not make much difference to these plans, as they were not dependent on the mail.

The switch taking place on a Sunday gave ticket office staff practical decimal experience on a normally quiet day and thus made the changeover smoother. Passengers were asked to reduce Monday-morning queues by buying or renewing weekly and other seasons in advance. The bus changeover was delayed one week primarily to see that a supply of the new decimal coins was circulating freely in the hands of the public before bus conductors had to contend with change-giving in the new currency.

The existing old-currency fares on both the Underground and the buses converted exactly, with few exceptions, to decimal amounts. These exceptions were, on the Underground certain journeys where British Rail fares applied, and on buses the flat fares on Red Arrows and suburban flat-fare routes (where 9d became 4p) and some routes running outside Greater London on which fares charged are the same as those charged by other operators in the area.

Generally, adult fares are in 5p steps on the Underground and $2\frac{1}{2}$ p steps on the buses, with a few $2\frac{1}{2}$ p and $7\frac{1}{2}$ p fares on the Underground in the suburbs. Therefore most passengers are now paying the same as they did before the changeover, but the retention of the old low-value coins in circulation at the same time as the new decimal low values were introduced had been anticipated to lead to a number of mixed currency payments, and much of the training given to the 15,000 bus staff and 7,000 Underground staff directly involved in the sale of tickets was concentrated on this aspect.

Advance publicity was on the following lines:

Passengers buying Underground tickets on Sunday 14 February would be given change in decimal currency, but could ask for £sd if they wished. Hope was expressed that most passengers would continue to use the ticket machines which, of course, continued to accept the same coins as before, but from 15 February those going to ticket offices were expected to pay in decimal currency - the exact fare if possible - or in the old currency in multiples of sixpence.

On the buses, Red Arrow slot machines continued to accept only sixpences and threepences during the first six days of decimalisation, and passengers on other services were asked to continue to pay in £sd or in decimal silver. Those with only decimal bronze were asked to pay in multiples of $2\frac{1}{2}$ p so that exact change could be given if needed.

From 21 February bus passengers were asked to pay in decimal but if they could only pay in £sd to tender a higher amount in sixpenny multiples so that exact change could be given.

Most children's fares in old currency did not convert direct to decimal equivalents, so special steps were taken to tell schoolchildren and their parents about the changeover, and one-and-a-half-million special leaflets were distributed to schools. At the press conference, Sir Richard Way said "Many children go off with just sufficient money to pay for the journey to school in the morning and home in the afternoon. They will need to take the right currency with them so that they can be given change, if required, in the right coins for the homeward journey. But we hope they will take the exact amount for both trips to avoid the need for change. My guess however is that children will master decimal transactions sooner than we do!"

Sir Richard spoke at some length of his disquiet about the "confused future" of the sixpence. He said: "When London Transport's current fare scales were announced last April, we said that the Government's welcome decision to retain the sixpenny piece as legal tender for at least two years after decimalisation would enable London Transport to make the maximum possible use of this coin, and thus reduce the number of changes to be made in the switch to decimal fares in 1971.

"But we also said then that the 6d steps in the scale of fares were practicable only as long as the 6d piece continued in widespread general use after decimalisation. There would be serious operational difficulties, particularly on the buses, if the number of sixpences in people's pockets or purses declined to such an extent that change-giving became difficult and time-consuming - for example if, as is likely, people tender in whole new penny amounts for fares involving $\frac{1}{2}p$. Any floats, however large, would soon disappear.

"We also stressed that if the difficulties became great, London Transport would have to consider seeking approval from the GLC for fare changes to achieve better decimal compatibility, probably involving the use of only whole new pennies. The Greater London Council's Policy and Resources Committee also made these points in their report to the Council last May, when the fare proposals were approved.

"I repeat what we said so long ago only because of the various forecasts now being made about the real life expectancy of the sixpence - and by that I mean the time during which it is circulating freely, not the period during which it is legal tender. The Decimal Currency Board has expressed the view that the sixpence will quickly decline in popularity.

"If shops bank all the sixpences they get, and don't give them as change for recirculation, the future of this useful - to us, vital - little coin looks brief indeed.

"The retail shops are the principal distributors of coins through the change they give to customers; London Transport is the largest receiver of coins from the public generally. If the shops do not give sixpenny coins in change, then the sixpence could disappear, perhaps within weeks.

"As far as the $\frac{1}{2}$ p is concerned, the widespread circulation and use of this coin is also essential whether or not the sixpence is available. We feel that far fewer $\frac{1}{2}$ p coins may be tendered than the conductor will need to be given in change if the 6d disappears.

"I hope these gloomy forecasts are wrong - the sixpence is a coin we want to see in wide circulation and retained so that we shall need to make no emergency changes in our fare scales. We shall of course be doing all we reasonably can - and at a not inconsiderable cost - to have as many sixpences and $\frac{1}{2}$ p coins as possible available on our buses for change-giving. This will involve distributing one-and-a-quarter-million sixpences and half-a-million $\frac{1}{2}$ p coins daily to our garages. But London Transport alone cannot ensure the wide circulation of these coins among its passengers.

"From the time of the changeover we shall be studying the coin problem intensively. If, in the end, the coins that are so vital to our fare scale disappear to such an extent that change-giving is causing delays which affect the efficiency of the bus service, we shall have to recommend a change in the fare structure, based on whole new pennies."

A chart of the equivalent old and new fares appears on the next page, as applied on the Underground.

LONDON TRANSPORT FARES - UNDERGROUND

CHANGEOVER - FEBRUARY 14

ORDINARY FARES

<u>Adult Single</u>			<u>Adult Return</u>			<u>Child Single</u>			<u>Child Return</u>		
<u>Old Fare</u>		<u>New Fare</u>	<u>Old Fare</u>		<u>New Fare</u>	<u>Old Fare</u>		<u>New Fare</u>	<u>Old Fare</u>		<u>New Fare</u>
s.	d.	p.	s.	d.	p.	s.	d.	p.	s.	d.	p.
	6	2½	-		-		4	1½	-		-
1	0	5	2	0	10		7	3	1	2	6
1	6	7½	3	0	15		9	4	1	6	8
2	0	10	4	0	20	1	0	5	2	0	10
3	0	15	6	0	30	1	7	8	3	2	16
4	0	20	8	0	40	2	0	10	4	0	20
5	0	25	10	0	50	2	7	13	5	2	26
6	0	30	12	0	60	3	0	15	6	0	30
7	0	35	14	0	70	3	7	18	7	2	36
8	0	40	16	0	80	4	0	20	8	0	40
9	0	45	18	0	90	4	7	23	9	2	46
10	0	50	20	0	£1.00	5	0	25	10	0	50
11	0	55	22	0	£1.10	5	7	28	11	2	56
12	0	60	24	0	£1.20	6	0	30	12	0	60
13	0	65	26	0	£1.30	6	7	33	13	2	66

THE EPPING-ONGAR CLOSURE PROPOSALS ENQUIRY

J.M.Crowhurst

The Greater London Council have directed London Transport that it must "pay its way", and "reduce or withdraw unremunerative services". A number of economies can and have been made by pruning of train services and restricted opening of certain stations during slack hours. In the course of their economic appraisal of their operations London Transport have examined the 105 year old Epping-Ongar branch of the Central Line, and owing to the high capital outlay required in the near future for replacing two bridges and strengthening an embankment between North Weald and Blake Hall, they have decided that the use made of the line does not justify this expenditure. Notice was therefore given of the intention to close the line from Monday 2nd November 1970, if no objections to the closure on grounds of hardship were lodged with the Transport Users' Consultative Committee for London.

In fact 640 objections were received, and so under the Transport Act, 1962, the TUCC were obliged to hold a Public Enquiry to examine the case for hardship and report its findings to the Minister of Transport - who will examine these together with possible operating economies of the line, and then decide whether to approve the closure or sanction a grant to cover LT's losses.

This Enquiry was called for 10.45 Wednesday 20 January 1971 at the Community Centre, Ongar, and was attended by 120 members of the public, many of whom represented residents' and parents' associations and other local organisations. London Transport was represented by Arthur Knight, Senior Planning Officer, and Charles Cope, Assistant Operating Manager (Traffic).

The morning's business was taken up entirely with speeches from two local Members of Parliament, the Chairmen of The Railway Local Authorities Committee and The National Council for Inland Transport, and the Headmaster of Great Stoney School for Mentally Handicapped children. Each spoke authoritatively in own sphere and some interesting facts came to light.

The main causes of hardship are the increased journey time and cost of a bus/rail journey, and the lack of a

reliable service on London Country Bus route 339 which is the main alternative - over 16% of journeys were cut one week. London Country Bus Services Limited admit that they cannot operate any more vehicles due to staff shortage. A quick analysis of the number of rail users having to use buses, and the number of spare seats available on the buses, shows that some of them would have to queue from 08.00 to midnight before there would be room for them on the bus service - assuming that no buses were cancelled.

The population of Ongar consists largely of young families with small children, so in the long term it is reasonable to assume that the number of regular passengers will increase in the future, while the short term argument is that it isn't exactly easy to get a pram on a bus.

"Is an operating loss really a satisfactory reason for closure? After all, the Post Office - when operating! - don't refuse to deliver letters to a remote country house because it doesn't pay them to do so; no more do the gas, electricity and water boards refuse to supply on economic grounds".

London Transport could exercise its powers under the Transport Act to supply and maintain cars and also sell petrol and oil. Any profit made in this area of operations could be used to subsidise the line.

The most appalling case of hardship which would be caused by the closure of the line was that of strain and suffering caused to parents and children of Great Stoney School, quoted by the Headmaster. One of the major aids to the children, according to the Plowman Report (1967) was the inter-relationship between parents and schools. At present parents are able to visit regularly and thus aid the progress of their children; but without the railway their visits would be more infrequent and irregular with the risk that their children may become morose and develop antisocial tendencies.

During the afternoon the general public aired their views. They endorsed the opinions already expressed, and added to them the plight of the people living in the village of Toot Hill, one mile from Blake Hall station. They would be two miles from the 339 bus route - no joke with a pram or heavy shopping - and the bus to their own village provides a very meagre service, with

the last one leaving Epping at 16.20.

London Transport had very little to say except to claim that the population and therefore the demand for the line is not likely to increase due to the Green Belt (denied by Essex County Council), and that people would time their journeys for the bus as they do at present for the trains.

The meeting became very heated, and the situation was aggravated by the inability to quote figures for savings from the Sunday closing of Blake Hall station.

Apart from the Heads of Information supplied by London Transport and referred to in a previous issue of this Journal, the Epping/Ongar Railway Closure (Local Authorities) Committee submitted a "Summary of Bus Cancellations on Routes 339 and 381 (from January to September, 1970), Supplied by London Country Bus Services Limited" and the National Council on Inland Transport supplied a lengthy Submission which called urgently for an Origin and Destination Survey to be held before closure was considered, and tabulated facts and figures to support its contention that a loss of revenue on the rest of the LT system could be as high as £50,000 per annum if the line were to be closed.

It now remains for the Consultative Committee to make known its recommendations and, finally, for the Minister to make his decision - but this can take years and always takes months, during which time the line must continue to operate.

NEW SIGNAL CONTROL SYSTEM ON THE PICCADILLY LINE

On Thursday 10th December 1970, a new signal control was installed on the Piccadilly Line, the relevant Traffic Circular stating that installation would take place between 10.00 and 16.00.

The object is to regulate the frequency of the service on the line between Hyde Park Corner and Finsbury Park by improving the evenness of intervals between trains in both directions.

The system is known as Balanced Headway Control and is operated in the westbound direction from the Finsbury Park starting signal, and in the eastbound direction from the Hyde Park

Corner starter. No alterations have been needed to either of these signals, and the system works by ensuring that the appropriate signal will only clear when the following conditions are fulfilled:

1. There is a train in the platform;
2. The signal would have cleared if the system was switched off;
3. The time interval between the train in the platform and the train ahead is equal to or greater than the interval between it and the train in the rear.

The signals will also clear if the train ahead or in rear is outside the control area.

Balanced Headway Control has to be switched out when a special train of any kind has to be run, and can be taken out of operation at any time by the Controller at Earl's Court Regulating Room, who is provided with a button for the purpose - the said button being illuminated when the system is in operation; Hyde Park Corner signal box also has a visual indication that the system is in operation.

The system will only operate satisfactorily when the frequency of service is such that there are sufficient trains in the control area, and therefore it will only be in operation normally during the following times:

	<u>Eastbound</u>	<u>Westbound</u>
Mondays to Fridays	07.10 to 23.00	06.45 to 22.25
Saturdays	07.10 to 23.00	06.45 to 23.15
Sundays	09.45 to 23.00	09.45 to 23.10

While the system is in operation regulators may not hold trains at certain stations, nor may signalmen at Hyde Park Corner or Piccadilly Circus - but of course if necessary in an emergency any signal can be held at danger as long as needed, although if this is done the Earl's Court Regulator must be informed.

The signals used for the operation of the system are as follows:

Finsbury Park westbound starter - VK.8
Hyde Park Corner eastbound starter - B.22

A LONG-FORGOTTEN LONDON AIRPORT SCHEME

P.R.Davis

At a time when controversy is raging over the siting of a third London Airport, and there is a faint hope that Heathrow may be given a rail connection within the next half century, it is perhaps appropriate to recall another airport plan of thirty-odd years ago - a plan which was killed by the outbreak of the Second World War.

During the late nineteen-thirties the Corporation of London became conscious of the need for a City Airport as it considered Croydon too remote from the financial hub of the Universe. The Corporation duly set up an Airport Committee to explore the possibilities offered by sites nearer central London, and after much deliberation and research, attention was focussed on a small grass aerodrome at Fairlop.

Plans were duly drawn up for the development of this drome, the Airport Committee pointing out, with great prescience as it turned out, that "a grass-surfaced aerodrome can no longer be regarded as adequate to withstand the weight of traffic at a London airport".

Actually, the scheme was quite ambitious for its time; planned to cover an area of 948 acres, the airport was to have had six concrete runways 200 yards in width and up to 2000 yards in length, plus all the usual passenger and service facilities. It was anticipated that construction would provide employment for several thousand men and that the airport would be completed and open for traffic by the end of 1941.

During June 1939, negotiations were in progress between the Corporation's Airport Committee and the London Passenger Transport Board regarding passenger travel to and from the airport. The plans envisaged a direct connection by a covered way from the railway station to the airport buildings, and this would have entailed the closure of Fairlop station and the building of a new station about 500 yards south of the existing one; this resiting would have shortened considerably the walk from station to airport and have made the latter much more attractive to prospective passengers.

The outbreak of war in September 1939 immediately halted all plans, and the airfield at Fairlop was put to military

uses of various kinds for the duration of hostilities. By 1945, developments in aviation precipitated by the exigencies of war were such that the proposed City Airport would have been completely outdated had it been constructed to the original plans, and the site was totally unsuitable for a larger airport. So the scheme was quietly shelved and a search instituted for another site - which eventually led to Heathrow, but this was developed by the Government and the City Corporation abandoned its airport plans. Which explains why Fairlop station did not move after all.

LETTERS TO THE EDITOR

3 Jan 1971

Sir,

Great Western London Suburban Services
T.B.Peacock

I would like to add a few notes to the Review of this book in the Journal for 1971.

Page 16 (foot) An iron bridge over the N&SWJ Rly was erected and remained in place until 1914 or 1915. Pp 42,43. A level crossing at Ladbroke Grove would probably have been impracticable, but possibly there was one just west of Westbourne Park station. P 100 etc. The difference of one day in the second date shown at the District Line stations is in consequence of the time being midnight when the last train reached Charing Cross.

Aldgate East, St.Mary's: First date to read 3/12/06 (sa me as Whitechapel).

Bow Road, Stepney Green, West Ham to read 30/3/36 (same as Mile End).

Clapham Junction to read 16/4/05 as given on page 60.

Gunnersbury. Change of name: date to read 1/11/71.

South Ruislip. Date of last train incorrect. Timetables show G.W. trains in July and October 1947 issues and after Nationalisation.

St Quintin Park & Wormwood Scrubbs: First date to read 2/5/04 (GW time tables and notices).

Beaconsfield Golf Links: Advertised date
1/1/15; actually opened for public traffic
23/12/14.
Denham Golf Club: Opened July 1912.

These amendments should not deter Members from buying this useful book but it is suggested that they amend their copies for future guidance.

167 Cornwall Road,
Ruislip, HA4 6AE.

H.V.Borley

10th Jan 1971

Dear Peter,

Metro-land

With reference to Mr Jackson's letter in the January 1971 issue of Underground, I have a Metropolitan timetable dated July 13th, 1914, in which I can find no use of the term "Metro-land" or "Metro". In the timetable, the Metropolitan Railway never abbreviated its name, but "Met" was used by other railways advertising in the guide, and "Metrop." was used by the GNR to describe King's Cross station.

There was, advertised in the timetable, a free guide to the "North-West Suburbs & Shires", called "Country Homes" ("Descriptive Notes and Property Register"). This contained "full particulars as to Rents, Rates, Season Ticket charges, &c., &c.", and was obviously a forerunner of "Metroland".

Yours sincerely,

26 Redington Gardens,
London, NW3 7RX.

Nicholas Mitchell

3rd January 1971

Dear Sir,

Metro-land

In reply to Alan A.Jackson's letter re when the term Metro-land was first used. He mentions my note of July 1966 on the subject. I can only say that the late Mr Garland told me some years ago that it was "before the First World War".

In the Metropolitan's souvenir brochure for the 1922 Institute of Transport Congress it is stated "A few years ago Londoners were offered a new word - Metro-land".

The earliest copy of "Metro-land" magazine I have is 1919, Volume 3, Number 1. Now it is hardly possible that it was published during the First World War, so the previous two volumes were presumably 1913 and 1914. The Metropolitan guide book for 1905, although having many similarities to the later books, does not mention the word, nor is it in the illustrated timetable and guide for 1910.

During the period 1911-1914 the Metropolitan was engaged in track improvements and the speeding up of its services, so there was a need for increased publicity, hence the slogan "Metro-land". Could 1913 be the year?

17 Three Oaks Close,
Ickenham, Middlesex.

D.F.Edwards

17th January 1971

Dear Sir,

In view of recent items in the Journal about breakdowns on the Underground I thought you might be interested to know that similar reports were in circulation sixty-five years ago.

In "The Engineer" for 30th March 1906 there appeared an account of delays which may be summarised as follows:-

On 23rd March (1906) a District Line train failed near Victoria. It took from 5.20-7.00 p.m. for a train following to travel from Mark Lane to West Kensington. This train stood in the tunnel near St.James's Park for nearly an hour. The staff on the train complained that the delay would mean involving them in 36 hours continuous duty.

Eventually the reporter boarded a train bound for Earls Court and on arrival at South Kensington the passengers were told the train was going to Notting Hill Gate. The majority alighted and caught another said to be bound for Mill Hill Park, but arriving at Earls Court they found it was destined for Putney.

The writer goes on to suggest that the cause of much of the trouble is that the staff are discontented.

Will they ever be otherwise?

Yours sincerely,

139 Brighton Road,
Purley, Surrey, CR2 4HE

A.G. Newman

NEWS FLASHES

1007 The current District Line Working Timetable (No 95) has three Metropolitan (Hammersmith & City) trains scheduled to operate on Saturdays when West Hall Football Club are playing at home. These trains all run empty from Barking Sidings to Upton Park and then run passenger to Hammersmith or Edgware Road.

1008 In a nostalgic article on the centenary of the Rugby Football Union published in The Times recently, U.A. Titley drew attention to the fact that two of the original clubs in the Union which have since expired are only remembered now by having stations still bearing their names - Belsize Park and Ravenscourt Park. He might have added that one of the clubs still in existence and having 100 years unbroken membership of the Union also bears a station name - Richmond.

1009 It is understood that tenders were due in for the Heathrow extension to the Piccadilly Line on 11-1-1971, and were expected from French's, McAlpine, Taylor Woodrow, Mowlem, Fairclough, Costain and Higgs & Hill.

1010 Automatic barriers at Charing Cross were brought into use on Thursday 21-1-1971 for entry to the platforms from the booking hall; exit barriers will follow shortly.

1011 It is understood that much of the trouble which is delaying the introduction of C69 stock into service comes from the cab door interlock, and the air suspension - which is tending to make cars lop-sided.

1012 A mock-up of the proposed 1973 tube stock in Acton Works incorporates sliding cab doors, but is otherwise very similar to 1967 tube stock.

1013 Aluminium cast bogies and metacone air suspension are two features new to tube stock which are being tested on the articulated unit.

1014 Trials have recently been carried out on 1960 tube stock unit 3902/3-4910/1 fitted with A.E.I. 'Chopper' traction control equipment.

1015 1938 stock on the Bakerloo and Northern City lines is to be renovated at a cost of £1.6m, starting 1971.

1016 Experiments have been carried out recently on the exhaust system of a ballast tamping machine, to ascertain whether the machines can be safely used in subsurface tunnels.

1017 Other experiments are currently in progress, at the research stage at present, to see if ATC equipment can be successfully modified so as to avoid the necessity for insulated rail joints - thus realising the full benefits of 300' lengths of welded running rail.

1018 On 1-3-1970 platforms at stations from Bromley-by-Bow to Upminster Bridge inclusive but excluding Barking, were renumbered according to normal LT practice - westbound as No 1, eastbound as No 2; on the same date the bay platforms at Plaistow and Dagenham East were numbered 3.

1019 A number of reports have been received of pre-1938 District stock trains having been seen with chalked comments such as 'On loan from the British Museum' or 'C.69 Stock'; this is presumed to be part of a wholly unofficial campaign by operating staff to speed withdrawal of old stock.

1020 Automatic control was introduced in the Car Park at Hillingdon on 13-12-1970, making this the 32nd station to have automatic control, with another 9 planned to be converted in due course.

1021 Somewhat belatedly we record a correspondent's advice that on the evening of 14-9-1970 Bakerloo Line cancellations created a record interval between Stanmore trains - 75 minutes.

SOCIETY NOTICES

Postal Strike It is much regretted that Members will not have been receiving Journals on the proper dates recently; the strike is only the culmination of a steadily deteriorating postal service which has led to regular late delivery. The Journal is always produced on time, late receipt is always the fault of the Post Office. During the strike Society activities will continue as normal, and members seeking information on future events are advised they may telephone the Editor at 01-629 9841 during office hours.

Officers George Jasieniecki is taking charge of the Society collection of posters; this has formerly been part of the general collection of historical relics, but has been expanded recently by a fortunate purchase of some historic posters, and is now considered sufficiently large to constitute a separate collection.

D.D.Higgins, Cartographer to the Society for a number of years has found it necessary to resign due to pressure of other commitments, and Piers Connor has kindly agreed to take over the position, with John Crowhurst continuing as his Assistant.

THE TIMETABLE

19.00 for 19.15 Friday 12th March An Illustrated Paper by Charles E.Lee, Vice-President of the Society, entitled "The Brill Branch"; to be presented at Hammersmith Town Hall as a centenary commemoration of the opening of the line on 1st April 1871.

11.00 Saturday 20th March in the Lecture Room, Museum of British Transport, Clapham, London, S.W.4. A Film Show presented by British Transport Films. To obtain access to the Museum, please bring membership cards if these have been received - but there will be an officer of the Society on duty from 10.30 at the entrance barrier to identify members.

14.00 for 14.15 Saturday 20th March at The Museum of British Transport as next above. Annual General Meeting - Notice of Meeting, Agenda, and Report of the Committee enclosed herewith.

Saturday 27th March Visit to Lillie Bridge Depot, LT. Names accompanied by s.a.e. to S.E.Jones, 113 Wandle Road, Morden, Surrey if postal strike is over. If not, telephone bookings to the Editor at 01-629 9841.

10.00-17.30 Sunday 28th March Society Stand at the Special Sunday Opening of the Museum of British Transport, Clapham, London, S.W.4. Come and support this very popular event.

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

Saturday 24th April Joint Visit with The Channel Tunnel Association to the M.o.T. Channel Tunnel Store at Dover and the old workings at Folkestone Warren. Bookings, accompanied by booking fee of 50p and mentioning TLURS should be sent to the CTA at 56 Whitehall Court, London, S.W.1.

Glasgow Visit planned for 30th April-2nd May is CANCELLED due to complete lack of co-operation from Glasgow Transport Department.

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