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WORK ON HEATHROW EXTENSION TO BEGIN

London Transport announced on 10th March that work would start in April on the construction of the first section of the Piccadilly Line's three-and-a-half-mile Heathrow Airport link.

A contract worth about £4m has been awarded to W. and C. French (Construction) Limited for civil engineering work on the two-mile section between Hounslow West station and Hatton Cross, on the airport perimeter.

Construction of this first section includes diversion of the Piccadilly Line at Hounslow, station works at Hounslow West and Hatton Cross, and the building of a bridge to carry the tracks over the River Crane. For most of its length, between Hounslow West and Hatton Cross, the line will be built just below the surface by the cut-and-cover method. The tunnel will run under the verge and the service road on the south side of Bath Road as far as Henlys Corner and then under the verge - generally wide and open ground - on the north side of Great South West Road to Hatton Cross.

At both Hounslow West and Hatton Cross stations an island platform will be built between the tracks. At Hounslow West it will be slightly to the west of the existing platforms and will be connected to the present ticket hall by a new covered walkway. At Hatton Cross, a surface-level ticket hall will be linked by stairs to the platforms below.

It is encouraging to see that London Transport have at last been able to put this extension in hand - but a great pity that they have been frustrated for so long by higher authority. This is a line which, in most countries abroad, would have been built to open at the same time as the airport.

PILGRIMAGE TO BRILL

Alan Cruikshank

In the far off days of the early 1930's I had travelled over nearly all the Underground system and there remained only the portion of the Metropolitan Railway from Amersham to Verney Junction and Brill to complete the entire system. Brill was all the more desirable a place to visit as this would give me a chance to see one of the 4-4-0 tanks, which I had never seen at that time.

One would imagine that there was no particular problem, but such a journey to a young lad working in a factory needed as much planning as a journey to the moon. There was no Sunday service on the Brill Branch. We worked a $47\frac{1}{2}$ hour week and did not finish work until 12 o'clock on Saturdays, so there was not enough time to make the journey with adequate opportunity to study the line and take photographs. In addition the fare was enormous although I no longer remember what it was. In those days one did not take days off from work and, to give an idea of the relation between rail fares and wages, if I missed the train from South Croydon to New Cross Gate and thereby also missed the last "workmans" train, the fare was more than I received for Saturday morning's work.

It was for these sinister reasons that the visit to Brill was put off for so long, but at Whitsun in 1935 the decision was taken. It was the custom in those days for the Works to be closed on the day following a bank holiday, so on the Tuesday following Whitsun in 1935 I started from Sanderstead and in due course arrived at New Cross. This was the worst part of the journey over. I then presented myself at the booking office and asked for a day return to Brill. This request was not received with any great enthusiasm so I settled for a single to Baker Street. I then went straight through to Baker Street (no fooling about at Whitechapel in those days, with the Met line train timed to leave just as the first passenger from the East London train arrives at the top of the stairs).

There used to be a booking office on the platform at Baker Street (the window of which is now obscured by an Underground map), and I exchanged my New Cross ticket for a day return to Brill. I had often travelled to Rickmansworth and occasionally to Amersham, so this part of the journey, although full of interest, was not new to me.

At Rickmansworth we exchanged our electric loco for a beautiful 4-4-4 tank in first class condition. The Met steam locos were always kept spotlessly clean. In due course we arrived at Quainton Road station, and there, waiting patiently, was the Brill branch train consisting of 4-4-0 tank No 41 and a single rigid eight wheeled carriage. I had never seen a Beyer 4-4-0 or a rigid eight wheeler before, and my first impression was of the very small size of both loco and carriage. I lost no time in taking my seat. After all I had never before travelled in a special train run just for me. Along came the guard to ask if I was going right through to Brill. I was.

The train set off, but hardly had it rounded the sharp curve out of the station than we ground to a halt. Coaxing my large head through the small space left by the barred window I discovered the cause of the hold up. We had reached a level crossing. No automatic half barriers and flashing lights in those days. The guard got down and, armed with a key, walked to the crossing gate. He unpadlocked and opened the gate on one side of the road, then did the same to the gate on the other side of the road. A few chuffs and we were through both gates and stopped again. The guard closed and locked both gates, clambered up into the carriage and we were off in earnest. The carriage seat back was very straight and upright. Not much chance to lounge in this vehicle. The riding felt gritty as if the springs were very hard. After a while we arrived at Brill and I alighted. Quickly getting my camera ready I took a shot of 41 which was still on the train. This was a rear view as the loco ran bunker first to Brill. The loco was uncoupled and ran forward past the points. The points were reversed from the ground frame at the other end of the station and 41 then ran back, past the carriage, to the shed. Being rather shy in those days I did not pursue the matter further, but set off towards Brill in the hope of finding a shop selling "pop". The day was cloudless and very hot and I never found a "pop" shop. I ate my sandwiches dry and then returned to the station. Here the train was already drawn up and waiting. This time there were four or five wagons included and the carriage was at the rear. In due course we started; at least, the loco did

but the carriage did not budge. At last the slack in the couplings took up and with a sickening lurch the carriage rocketed forward. A little shunting was indulged in at the various stations on the way, and on each occasion the poor old rigid eight was considerably banged backwards and forwards. I duly arrived at Quainton Road and reluctantly left the most interesting little train on which I have ever travelled.

At the end of 1935, I think it was November, London Transport, finding that they had been running this train solely for my benefit, announced that the line would be closed. I decided to pay my respects on the last journey. On arrival at Quainton Road I found the accommodation doubled. There were two rigid eight wheeled carriages on the train. The loco was again No 41, and I no longer had the train to myself - it was well filled. On arrival at Brill, what a sight met my gaze. The whole station was packed with people and cars. When No 41 was uncoupled from the train and about to move forward over the run round point the driver leant out of the cab and asked someone to move a car that was parked too near the track. He remarked that if the owner did not move the car he would!

The return journey was made in darkness. The two carriages were crammed with people and I was standing, with others, in the guard's compartment. One gentleman was selling postcard views of the line, which he had photographed the previous week. On leaving one of the wayside stations a series of loud bangs occurred. Detonators had been placed on the track in front of us. I asked the guard if this was to celebrate the closing of the line. Good heavens no. It was to celebrate the fact that Wootton Wanderers had beaten Brill United 2-nil that afternoon. I think he was pulling my leg.

EDITOR'S NOTE - THE BRILL BRANCH

In announcing Mr Charles E. Lee's Paper on the branch in the Timetable last month, reference was made to the opening of the line on 1st April 1871. In his talk, Mr Lee made it clear that, although there appears to have been some form of opening ceremony on that date, there are records extant of freight carried on the line during March 1871. The precise date of opening for traffic is, therefore, unknown at present.

DISTRICT ELECTRIC ROLLING STOCK

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P.R.Connor

Once the new organisation of London Transport had settled down, plans were drawn up for a large programme to modernise the Underground. This was the 1935-40 New Works Plan. A substantial sum of money was set aside for new rolling stock and for improving existing cars. All 'B' and 'H' Stock cars were to be scrapped and replaced by new all-steel cars, and most of the remaining District vehicles were to be fitted with E.P. Brakes and air-doors with passenger control.

The trains were to be divided into three groups:- the F Stock - which was to be reformed into 11 x 8-car sets plus 12 spare cars - Handworked door stock - consisting of 112 C, D and E Stock motors working with 37 L, 14 M and 26 N Stock trailers, and 'Converted Q' Stock, the title later given to G, K, L and M Stock motors which were to have E.P. brakes, air-worked doors and train telephones fitted. These cars were to operate with 183 new trailer cars designated Q Stock. One wooden motor car (No.37) was to be retained for working the South Acton shuttle service.

The story of the District's rolling stock now begins to become more involved with that of the Metropolitan Railway, as the lines were now under the same management. Under the new works programme, the Met's saloon electric stock was to be replaced by 116 cars of O Stock fitted with Metadyne control equipment, and made up into 2-car units. The O'O Stock was to work on the Hammersmith and City line; the Met's main line services which required new stock getting 73 units of P Stock, also with Metadyne control. The District's new stock was to include 25 new motor cars in addition to the 183 trailers mentioned above.

The New Works Programme was started in 1937 with the delivery of the first of the new O Stock motor cars and continued without interruption, in spite of the start of World War II, until March 1941 when the last of the P Stock motor cars was delivered. From 1938 to 1940 most of the rehabilitation work was done on the existing cars, and as new Q Stock was delivered the old B & H Stock

cars were withdrawn gradually. Some old cars lingered on however, and by the end of the War there were still 25 H Stock trailers and 4 B Stock motors left. One of these was No.37 which was withdrawn in 1948 together with No.31 (originally No.84) which was the last B Stock car to survive in its original form. Some seven cars remained in use as Weed-Killing and Stores-Carrying vehicles, the last of these going in 1958.

The plan for improving the F Stock included regrouping it into 8-car sets each consisting of:- WB Double-equipped motor - 3rd trailer - 1st/3rd trailer - EB Single-equipped motor - WB Single-equipped motor - 3rd trailer - 1st/3rd trailer - EB Double-equipped motor. The following table shows the stock situation before reforming, and the new requirements.

<u>Pre-1938 Position</u>	<u>After Reforming</u>
12 WB Double-equipped motors	13 WB Double-equipped motors
13 EB " " " "	13 EB " " " "
15 EB Single " "	13 WB Single " "
12 1st/3rd WB Control trailers	13 EB " " "
12 " " trailers	24 1st/3rd trailers
36 3rd trailers	24 3rd trailers

The programme required the following alterations to cars:-

<u>Old No.</u>	<u>Conversion</u>	<u>New No.</u>
4609	EB single motor to WB double motor	4616
4619	EB single motor to WB single motor	4618
6000-22 evens	Control trailers to single equipped WB motors	4620-42 evens
8500/1/2/3/ 5/18/23-4/ 31-5	3rd trailers to 1st/3rd trailers	8084-95

A total of 13 extra sets of GE 260 motors and control equipment were required. These came from the 7 District electric locos which were scrapped at this time. The equipment, however, was only being returned to its rightful owners, as it had been removed from some of the double equipped motors back in 1923. Twelve of the 15 EB single equipped motors had their idle motor bogies removed and swapped with one of the trailer bogies on each of the control trailers. The control trailers had the partitions removed and were converted to all third class. Twelve of

the original total of 36 3rd class trailers received the partitions and first class upholstery from the control trailers to provide 24 3rd and 24 composite trailers. The whole batch of cars was fitted with air worked doors with 'passenger open' controls. Guards operating panels were only provided at the trailing ends of double-equipped motors. This had little effect on operation in practice as the trains were not normally uncoupled in service. At the same time train telephones were provided to give easy communication between motorman and guard. The original E.P. brake provided on this stock was improved by the installation of mercury retardation control. Although it is too complicated to describe this apparatus here, its purpose was to prevent the motorman putting too much air in the brake cylinders during a brake application. Much trouble had been experienced, particularly on the Tube lines, with wheels locking and causing flats on the tyres during heavy braking, and mercury retarders helped considerably in reducing maintenance expenditure on wheel tyres. Other alterations included the fitting on compressors to the converted control trailers, the removal of 'non-stopping' boards from all motor cars, and the complete rewiring of the whole stock. These cars ran in their new formation all during the war, but with the passenger-open equipment out of use. Car No.4636 (originally control trailer No.905) was destroyed by enemy action at Parsons Green on 9th September 1940, so there were only 99 cars left when they underwent further alterations ten years later, as will be related in due course.

The second batch of cars for use on the District consisted of the cars due for withdrawal in about ten years time, namely the C, D, and E stocks. It was not considered desirable to spend large sums of money modernising these cars, but there were no trailers of the same age to work with them. It was therefore decided to use them with L, M and N stock trailers. Before the New Works Programme there were 112 C, D and E motors and 77 L, M and N trailers. Twenty-eight of these cars were earmarked for use on the East London line and the Addison Road (now Olympia) service. To provide suitable vehicles for these, and a total of 5 x 8-car trains, 16 x 6-car trains plus 24 spare cars, a number of conversions were necessary. In the meantime one of the motor cars, No.4028 was written off after the Charing Cross

collision of May 1938. The alterations, as finally carried out were as follows:-

<u>Stock</u>	<u>Conversion</u>	<u>Old No.</u>	<u>New No.</u>
2 C motors	Turned WB to EB	4011/4013	4214/4216
4 C motors	To EB Control Trailers	4009/4012	6101-7
4 C motors	To WB Control Trailers	4014/4016	odds
		4002/4004	6100-6
		4006/4010	evens
6 C motors	To 3rd Trailers	4000/1/3/ 5/7/8	8786/87/89/ 91/93/94
12 L trailers	1st/3rd to 3rd	8037-48	8801-12
4 M trailers	Air to hand doors	8051/2/ 3/6	
14 M trailers	Transferred from Met to District		

As the 14 M Stock trailers were provided with the E.P. brake it would seem at first glance that it would be impossible for these cars to work with others that were provided only with the Westinghouse brake. In fact this was not so. It was a simple matter to isolate the E.P. unit on the trailers while the Westinghouse equipment functioned normally. All the altered C Stock cars plus 12 C motors were for the East London and Addison Road services.

The last batch of District stock to be provided for under the New Works Plan was the Q and Q Converted Stocks. Although all the cars are now known as Q Stock, the original cars of this type were 25 motor cars and 183 trailers ordered in 1938 to replace the B and H Stocks. The all-steel bodies, with flush steel panelling and 'flared skirts' are well known and need little description here. They were provided with the same B T-H control and WT54B motors as the G, K, L and M motor cars with which they were to run. Fifteen of these cars in fact had equipment previously removed from the 14 C motors converted to trailers and control trailers, plus that recovered from car No.4028. The new cars were provided with E.P. brakes, mercury retardation control, train telephones and air doors with passenger open control. This necessitated the provision of the same items on the 173 older motor cars with which they were to work, with the exception of the M Stock, which already had the E.P. brake. Six of these cars (4393/4/6, 4401/3/5) also had air worked doors, as they had powered the two experimental trains which

ran on the Hammersmith and City Line (see part 8).

It was originally intended to transfer 8 x 4-car trains to the Metropolitan. In order to provide the correct number of cars facing in the right direction 4 cars of G Stock were turned EB to WB and renumbered. These four, and twelve others of this stock, were transferred to the Met during 1939. The reason for this transfer is obscure, but the District was supposed to get 4 x 6 cars and 4 x 8 cars of Metadyne P Stock. It seems unlikely that these cars ever appeared on the District until many years later.

When regrouped with the new stock the older motors were reclassified; Q23 (originally G), Q27 (K), Q31 (L), and Q35 (M).

The new Q Stock was numbered as follows:-

EB motors	4409-4437 odds	
WB motors	4402-4420 evens	
1st/3rd trailers	013105-013166	
	014104-014166	
3rd trailers	013102-013104	014101-014103
	013167-013192	014167-014192

It was originally intended that all trailers would eventually be converted to motor cars at some later date. Therefore, all were provided with drivers cab doors at one end, the floor space being occupied by 4-extra transverse seats. Those cars with the dummy cab doors at the WB end were numbered 013xxx, the others being EB cars.

The following tables show various stock totals before and after the New Works Plan:-

Hand door stock 1935

<u>Motors</u>	<u>WB</u>	<u>EB</u>	<u>Trailers</u>	<u>1/3</u>	<u>3rd</u>
C	20	32	L	37	
D	7	23	M	9	5
E	15	15	N	26	
Totals	42	70		72	5

Hand door stock 1939

<u>Motors</u>	<u>WB</u>	<u>EB</u>	<u>Trailers</u>	<u>1/3</u>	<u>3rd</u>	<u>Con Trs</u>	<u>WB</u>	<u>EB</u>
C	12	25	C		6	C	4	4
D	7	23	L	25	12			
E	15	15	M	9	5			
			N	26				
Totals	34	63		60	23		4	4

Q and Q Converted Stocks

<u>Motors</u>	<u>WB</u>	<u>EB</u>	<u>Trailers</u>	<u>1/3</u>	<u>3rd</u>
G	33	17	Q	125	58
K		101			
L	8				
M	5	9			
Q	10	15			
Totals	56	142		125	58

(Motor totals, after turning 4 G motors EB to WB became
WB - 60 EB - 138)

LETTER TO THE EDITOR

23.2.1971

Sir,

Toll tickets: Earls Court

For very many years Toll tickets (or Platform tickets) have been issued at Earls Court to enable one to pass through the station from one entrance to the other. In addition a double or return toll ticket could be obtained which enabled the holder to return without extra charge, the price of the double ticket being the same as the single, but the reason for this is not now clear. The original price of both the single and double tickets was 1d, later increased to 2d, then 3d and lastly 6d. From 14 February however the price was slightly reduced to two new pence, but the double tickets are not now issued, so one must now pay 4p for the double journey.

H.V.Borley.

167 Cornwall Road,
Ruislip, HA4 6AE.

Among the stations on the line receiving or sending forms included in the collection are Brill, Wotton, Wood Siding, Church Siding and Kingswood, while one of the printed "Special Conditions and Regulations" on the reverse of truck order forms is the following note:

As trucks have to be obtained either from the London & North-Western or Great Western Railway Co's, it is necessary, in order to prevent disappointment, that three days' notice should be given before trucks are wanted, at the same time every effort will be made to obtain them at any time.

This very interesting selection of papers, which will add considerably to the value of the Society's collection of historical relics, is completed by a lengthy press cutting from the Bucks Herald of Friday, November 29 1935 (the day before the closure of the line described by Alan Cruikshank in his reminiscent article on p.50 of this issue), and a telegraph record book of 1894. Although many of the entries in this book are routine, a number are of considerable interest, e.g. one item for Friday 4th May 1894 reads "9 a.m. - Mr.Jones says trucks off branch must be taken to Wotton to leave road clear for trolley (sic) to run from main".

It is clear from these papers that the line played a very important part in the area during its early days - perhaps a much greater part than any of us, used as we are to the private car and equality for all, can ever realise.

P.R.Davis

THE SOCIETY'S NEW CHIEF OFFICERS

At the Annual General Meeting at the Museum of British Transport, Clapham, on 20th March the members confirmed the election of Mr.Charles Lee as President of the Society for the year 1971/72, and Mr.J.Brook Smith as Vice-President for the same year.

Mr.Lee has been so well known to the transport history world for so many years now that it is almost impossible to find anything new to say about him. His knowledge of the railways of the London area is unrivalled - and in fact his range of interest extends far beyond London and outside the railway world as well, for he is an acknowledged expert on canals and industrial archaeology. Among the Societies

in which Mr. Lee holds, or has held, high office are The Railway Club, The Railway and Canal Historical Society, and The Newcomen Society; he is a member of The Consultative Panel for the Preservation of British Transport Relics and Chairman of that Panel's Stationary Engine Subcommittee.

Mr. Lee is perhaps the best known for his work as Editor of The Railway Magazine, and as author of a number of books and articles on the London railway scene, including the very popular series of short works published by London Transport on the history of the Underground system's various lines. Mr. Lee has already addressed the Society on a number of occasions, and we hope that he will be doing so for many years to come.

Joe Brook Smith was one of the founders of TLURS ten years ago; he it was who made a move shortly after Norman Fuller, but whereas Norman was seeking the formation of a London Underground group to study rolling stock primarily, Joe's main interest was in the modelling side, and it was for this aspect of Underground study that he sought to form a group only a few weeks after Norman's first active step. Within a short time the two had contacted each other, and joined forces - TLURS being the result of their efforts.

Joe was on the Forming Committee, became Modelling Secretary on the inauguration of the Society and held that office for a number of years. Other commitments forced his resignation, both as Modelling Secretary and as Committee member some time ago, but he is still very active in the modelling world, particularly in the development of new and more satisfactory scale model trackwork - a sphere in which his work is much respected and valued. He has also done a great deal towards interesting commercial manufacturers in the making of parts suitable for building models of Underground stock - including motors, which are always a problem to the Underground modeller.

We welcome both these gentlemen to office, and hope they will find much to enjoy during their time therein - we are sure that we shall benefit from having their services.

Norman Fuller, President for 1970/71, becomes a Past President, and it is most appropriate that he should be created an "elder statesman" of the Society in this, its tenth anniversary year. Without him, there would have been no Society.

NEWS FLASHES

1022 The London Transport Passengers Committee states in its Report for 1970 that it had received 71 complaints of all kinds - of which only 23 concerned the Underground, the others mainly relating to the bus services, which were the subject of 45 complaints.

1023 Sir Gerald Nabarro recently stated that a Car Park with space for 1600 cars was needed at the Palace of Westminster for members and others who work there. A correspondent to The Times has suggested that if M.P.s used public transport instead of cars there would be a considerable improvement in services immediately, and points out that Westminster station could hardly be handier. What was not pointed out is that Parliament has its own private entrance to Westminster station - which makes it even handier.

1024 London Transport's fears regarding the old sixpence appear to have been justified. Banks are reporting that they are overloaded with the coins and no-one is withdrawing them, although they remain legal tender for at least two years.

1025 The following Q Stock cars were noted at Ruislip Depot on 2-2-1971 prior to being sent away for scrapping:-
4255, 08036, 4261, 08803, 4303, 08016, 08813, 4250 and ex-pilot motor cars 4211 and 4198.

4198 and 4211 were still at Ruislip on 10-3-1971, together with 4188, 08784, 08080, 4185, 08783, 4279, 08067, 4325, 4200, 08830, 08061, 4359, 08062, and 4315.

1026 Pannier Tank L94 was lifted at Ealing Common in the middle of February, and fairly extensive work has been carried out on it during the subsequent month.

1027 Metropolitan Electric Loco No 5, John Hampden, was being repainted at Ealing Common during early March 1971.

1028 During the week commencing 8-3-1971 station nameboards at Monument for Bank were noted with the words 'for Bank' obliterated with black paper. It is believed this is in connection with repairs to the escalators connecting the two stations.

1028 The first C69 Stock train on the Circle Line went into service on Monday 8-2-1971.

1029 A delegation representing a number of interested bodies has suggested to the Minister for the Environment that he should subsidise public transport fares. The same delegation pointed out that, although the Victoria

Line is roughly eight times the length of the Westway elevated motorway, it only cost twice as much - and that cost included the rolling stock.

1030 The Labour Party has pledged itself to hold down London Transport fares if it is re-elected to control of the Greater London Council. This would be done by grants from the rates and levies on industry and commerce.

1031 London Transport have leased a site of about 11 acres in Harrow to North Harrow Developments Limited, for the construction of 165,000 sq.ft. warehousing space and an office block of 82,000 sq.ft. The site is alongside the Metropolitan Line.

1032 During the debate in the House of Lords on 2-3-1971 concerned with the White Paper entitled The British Library, Lord Ironside said that consideration should be given to the reopening of the old British Museum station (Central Line).

1033 It is reported that, on the Victoria Line extension, a special crossover has been installed at Brixton fitted with moveable angles for high speed running.

1034 In view of the anxiety about the structural safety of St.Paul's, Mr.H.G.Follenfant, Chief Civil Engineer to London Transport, has said that the Fleet Line if built will not run under the Cathedral, and that the tunnels will be in London Blue Clay and excavations will be done within a shield by careful mining at a depth, near the Cathedral, of 120 ft. He has also stated that the vibration from the trains when the line is completed will not be of a magnitude to affect the stability of buildings.

1035 The London Amenity and Transport Association has suggested that money for London Transport could be raised from parking charges, taxes on hotel beds and/or on employers in central London, or even by a local petrol tax.

SOCIETY NOTICE

Photographic Competition Now that the postal strike is ended, the closing date for this competition has been fixed for 30th April, and entries will be received up to that date by the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

THE TIMETABLE

19.00 for 19.15 Friday 16th April at Hammersmith Town Hall; a Slide Show presented by Edward Treby entitled 'From Horse Trams to Hovercraft'. This is a transport miscellany with a bias towards our type of subject and should prove a most interesting evening.

Saturday 17th April (provisional and subject to confirmation) Visit to Edgware Road Signal Box, London Transport. Names to S.E.Jones, 113, Wandle Road, Morden, Surrey, accompanied by a stamped addressed envelope.

Saturday 24th April Visit by The Channel Tunnel Association to the Government Channel Tunnel Stores at Dover and the old Tunnel workings at Folkestone Warren. Booking fee of 50p to the Secretary, The Channel Tunnel Association, 56 Whitehall Court, London, S.W.1, as soon as possible.

19.00 for 19.15 Friday 14th May at Hammersmith Town Hall; an illustrated paper by Charles F.Klapper entitled 'The Southern and the District'. Mr.Klapper is an expert on this subject, and an absorbing evening is promised.

19.00 for 19.15 Friday 11th June at Hammersmith Town Hall; a discussion will be held on the Greater London Council's pamphlet 'The Future of London Transport; a Paper for Discussion'. This is a booklet published in October 1970, and put forward by the GLC to draw attention to the transport problems facing the council, and to invite suggestions for the future development of the transport system. Members are advised to obtain a copy of this paper before the Discussion and to study it thoroughly before the day. It is obtainable from the Information Centre, The County Hall, London, S.E.1, price 10p, postage extra.

Friday 2nd July to Monday 5th July Weekend visit to Brussels. Details from J.M.Crowhurst, 3 Bush Grove, Stanmore Middx.HA7 2DX

THE TAIL LAMP

Two friends left a pub and staggered through Piccadilly Circus. Suddenly one disappeared down one of the Underground entrances without a word to his companion. The next night, the two of them met again and the first one asked the second where he had ended up. "Well", he said, "I went down to see this old mate of mine who lives in a basement flat....and you should see his train set!" Lithoed by Celtic Railways, 93/94, Chancery Lane, W.C.2 and published by T.L.U.R.S. 92, Billet Lane, Hornchurch, Essex. Copyright.