

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 118

Volume 10 No 10

October 1971

## THE BEGINNING OF THE FLEET LINE ...

On the 18th August 1971, Mr. Peter Walker, the Secretary of State for the Environment, announced that the Government would pay 75 per cent of the cost of the first stage of the proposed Fleet Line; as the Greater London Council had already stated that it was prepared to pay 25 per cent this means that work can start immediately.

This first stage of the new line will cost in all £35m, and it will run between Baker Street and Strand. London Transport has its plans well advanced and is expecting to have started the preliminary work by the time this appears in print. First signs of work will be seen in the road surface at Oxford Street, near Bond Street station, where work will be proceeding to enable a temporary deck to be built over the site of the enlarged ticket hall concourse. Tenders for the major construction work necessary in the first stage will be invited at once now.

The Fleet Line will benefit a large number of travellers, will put another new route in the Central London Underground map, and will provide much-needed relief for other lines, especially the Bakerloo on the section through the West End. The Fleet Line will have a high-frequency service to cater for the heavy passenger flow through the area it will serve.

The new line will not only provide additional links and permit new direct journeys; it will open up even further the whole Underground system by giving interchange facilities with seven existing Underground lines over the two and three-quarter miles of the first section. At Baker Street station there will be same-level interchange with the Bakerloo Line and access to the Metropolitan and Circle Lines.

The new deep-level twin tube tunnels will have connections at Bond Street with the Central Line, at Green Park with the Piccadilly and Victoria Lines and at Trafalgar Square/Strand with the Bakerloo and Northern Lines and with British Rail's Charing Cross station.

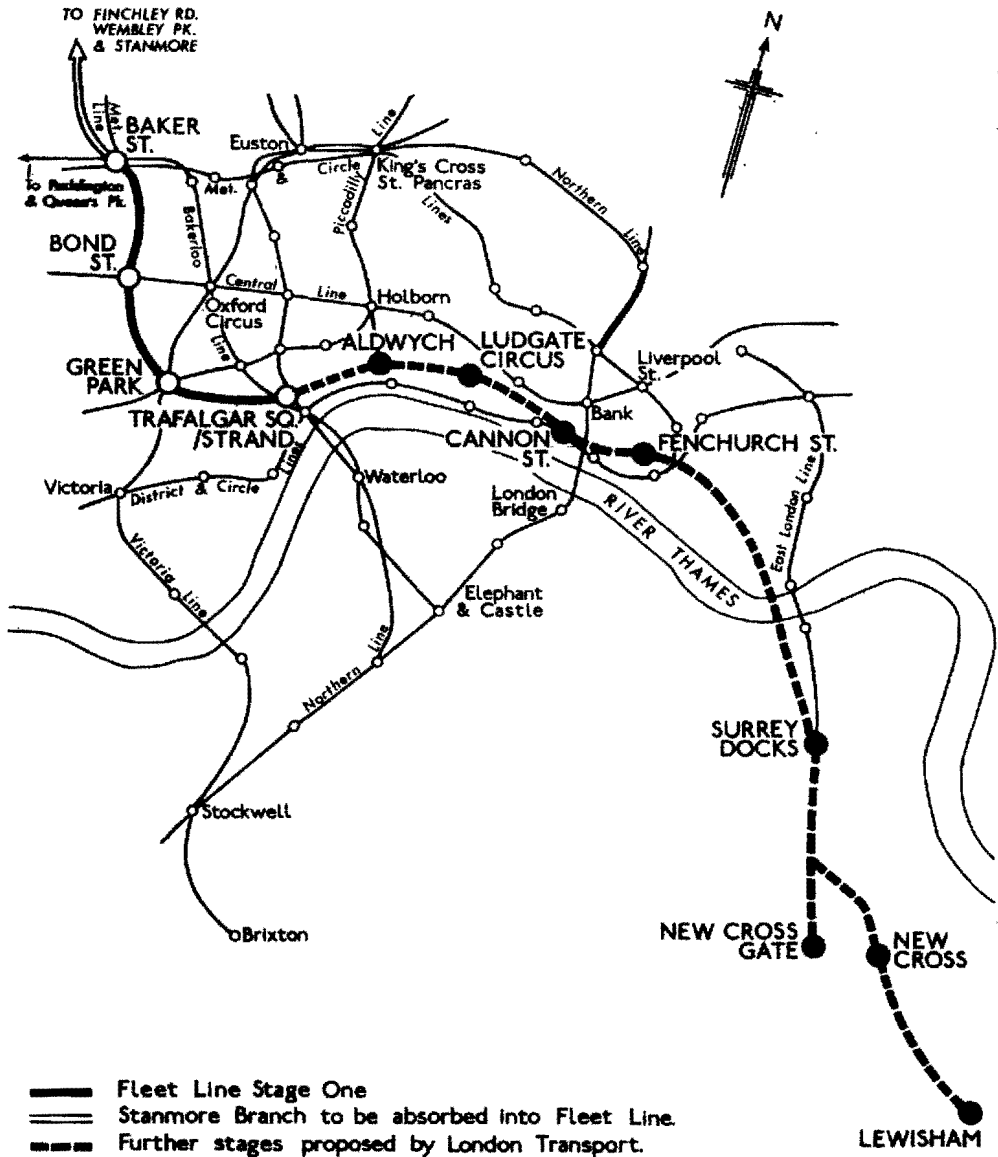
At present, because the Stanmore and Queen's Park branches of the Bakerloo funnel into one line at Baker Street, peak services on both branches are limited in their capacity, which leads to overcrowding particularly on the sections south of Finchley Road and east of Paddington. With the Fleet Line taking over the Stanmore branch, the two branches will be separated, so that increased train services can be run on both of them. At the same time, the Fleet Line - forming the in-town extension of the Stanmore branch from Baker Street through the West End to Trafalgar Square/Strand - will considerably relieve the serious overcrowding on one of the most heavily-used sections of the Underground: between Baker Street and Oxford Circus. This section at present carries up to 24,000 passengers an hour into the West End during the morning peak and a similar number in the reverse direction in the evening rush hour. It will also cater for the heavy movements along the Baker Street-Bond Street alignment, one of the few main traffic corridors in Central London not at present served by the Underground.

At Bond Street and Strand plans already exist for major reconstruction to give improved passenger facilities, increased capacity and improved access. These schemes include additional escalators and an enlarged ticket hall at Bond Street, and the replacement of lifts with escalators at Strand. Strand and Trafalgar Square stations will be combined so that one station will serve the Fleet, Northern and Bakerloo Lines. On or shortly before completion the combined station will be renamed Charing Cross; the existing Charing Cross station on the District, Circle, Bakerloo and Northern Lines will then be renamed also, probably Embankment.

London Transport's plans for the Fleet Line provide for it to continue via Adlwyck, Ludgate Circus, Cannon Street and Fenchurch Street, then under the Thames to Surrey Docks, New Cross and Lewisham, so as to bring major travel benefits to the City and a wide area of South East London.

With the completion of the Victoria Line to Brixton, the start of the Heathrow extension of the Piccadilly and now the Fleet Line, London is entering a new age of Underground growth.

# THE FLEET LINE



## ... AND THE END OF Q STOCK

## Part 1 - Preliminaries to the Demise

On Sunday 12th September 1971, The Railway Correspondence and Travel Society organised a "Q" Stock Commemorative Rail Tour with a train of the doomed stock in which TLURS had a reserved car.

The train consisted of the following six cars:

Q23 motor 4248  
 Q31 trailer 08812  
 Q35 trailer 08063  
 Q27 motor 4311  
 Q35 trailer 08076  
 Q27 motor 4361

The tour was a lengthy one, commencing at 10.30 and ending at 20.19, and was remarkable for the efficient way in which the LT officials in charge of the operation kept to time. The route, totalling 125.41 miles, was as follows:

Hammersmith (Metropolitan)-Edgware Road-Liverpool Street-Aldgate East-Barking (reverse); Aldgate East (reverse); New Cross (reverse); Shoreditch (reverse); New Cross Gate (reverse); Aldgate East-Liverpool Street (detrain for lunch and reverse); Tower Hill-Earl's Court-Acton Town-Hounslow West (reverse); Acton Town (detrain at platform 4 for train to reverse in siding; rejoin train at platform 2); Rayners Lane-Uxbridge (reverse); Rayners Lane-Acton Town (detrain again for reversal at platform 4, but rejoin train this time at platform 1); Ealing Broadway (reverse); Acton Town-Hammersmith-Earl's Court-High Street Kensington (reverse); Earl's Court-Kensington Olympia (reverse); Earl's Court-High Street Kensington (reverse); Turnham Green-Richmond (reverse); Turnham Green-Earl's Court-High Street Kensington (reverse); Earl's Court-Putney Bridge-Wimbledon (reverse); Putney Bridge-Earl's Court-High Street Kensington (terminate).

This marathon did, in fact, make a very enjoyable day, with plenty of short breaks at reversal points, and was made even better by the very co-operative weather which provided a warm, sunny day for the event. Useful notes gave a full itinerary and fairly detailed history of the stock, including dates of withdrawals (the history has been given in detail in

these pages recently by Piers Connor in his series of articles entitled "District Electric Rolling Stock").

The last Q Stock train to run in public service, and the very last Farewell Tour, which took place respectively on Friday 24th and Sunday 26th September, will be fully reported in the November issue.

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#### Q STOCK PRESERVATION APPEAL

Since 1st July 1971, Q Stock has only appeared in service on the East London Line (apart from the special last run in public service on 24th September), and by the time this note appears in print, all the stock of this class will have been withdrawn.

The various types of Q Stock represent an era of Underground rolling stock design familiar to Londoners since the early 1920's, and are typical of the trains on which the older generation travelled, perhaps every day, for the greater part of their working lives. Important changes in many aspects of design took place after the formation of London Transport's predecessor the LPTB in 1933, and consequently Q Stock represents the end of the pre-LT period. Among the features of note are:

1. The Q35 (ex-M & N) class cars were the last to be built with clerestory roofs for any British railway company, and "Q" stock is the last true clerestory-roofed stock to remain in public service anywhere in Britain.
2. The cars are the last remaining examples of a long line of Underground stock of American-influenced design.
3. It is the last stock in service on the Underground to retain 600 volt control and lighting circuits - features which are generally representative of design practice in the period when the stock was built.
4. It is the last non-unit stock in LT passenger service.
5. Certain cars provided first class accommodation until the complete withdrawal of such facilities on the Underground in 1940.

6. The Q31 (ex-L) class cars were the last to be introduced with hand-operated sliding doors, and the Q35 cars (ex-M & N) were the first surface stock to be supplied new with air-operated doors (apart from the 1905 B class cars, where automatic doors were unsuccessful).

Because of these features, and the undoubted interest there is in Q stock, TLURS has recently started negotiations with London Transport for the purchase of one or more cars for preservation. Since negotiations are still in fairly early stages, this note is intended only as a preliminary notice of the Society's intentions. Anyone interested in supporting this project, either financially or otherwise, and who has not yet notified their interest to the Society, is asked to send their name and address as soon as possible to TLURS, 203 Popes Lane, Ealing, London, W5 4NH, when they will be kept advised of future developments.

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#### BR ELECTRIFICATION HERALDS SWITCH OF THE Highbury BRANCH

On the same day as he announced the grant for the Fleet Line, 18th August 1971, the Secretary of State for the Environment made public the news of a similar grant of £26m to British Railways for electrification of their Great Northern suburban services from Kings Cross to Royston via Hatfield and via Hertford. The plans envisage the transfer of the Highbury Branch of the Northern Line from London Transport to BR. This line, better known as the Northern City, was originally built to main-line tunnel diameters with the intention of linking it to the GN services. This scheme did not materialise, nor did the later one for LPT trains to link with the main line services at Finsbury Park, LPT taking over certain suburban services including the Alexandra Park branch. This new scheme may have some attractions, which will depend on the services to be offered by BR, but it would appear to end the chances of the Northern City being extended southwards - which could still be desirable even after the eventual completion of the southern end of the Fleet Line to Lewisham. It is also slightly out of line, surely, to surrender one of London's own lines to the national railway system? One would have thought LPT/GLC plans could ultimately have put the line to better use, and development of the Widened Lines to Moorgate used to assist BR.

## LETTERS TO THE EDITOR

Editor's Note This summer has seen a sudden increase in letters received; this very welcome fact, combined with a lot of news, has meant delay in publication of a number of items of correspondence. Apologies are extended to the writers, and they are assured of eventual publication as soon as space permits.

2-4-1971

Dear Sir,

Having nearly finished perusing the April issue of the Journal I was appalled to read the contents of an article headed The Tail Lamp.

My horror, I should add, was not caused by the fact that you have indulged in humour(?) but the fact that the joke, if that is the correct description must surely rate as the oldest, corniest and most used since Stephenson's Rocket ran over his mother-in-law's foot. By all means let an element of frivolity enter the staid and factual pages of our excellent publication but such atrocious puns are unnecessary.

Having condemned your effort I do feel obliged to offer something better and I am fortunate in possessing a profuse volume of superior humour; the following is a good example of this.

The story concerns a hippy, who for the purpose of the recollection we will say was leaning against a railway wall in New York. Unfortunately he was wearing only a pair of sneakers marked Boston Red Sox, was the worse for drink, and, when accosted by a policeman named Duclos, claimed he was the prophet Isaiah. Duclos promptly arrested him saying that he had reason to believe that he was no such person. The Officer was, of course, right, since Isaiah never made big time baseball!

While I accept the above has precious little to do with railways, its standard of humour is in another league. Perhaps you could consider this for publication under the heading First Base.

With apologies to the more reverent enthusiasts I remain,

5 Highlands,  
Flackwell Heath,  
Buckinghamshire.

Yours faithfully,  
Ian Melton

3-4-1971

Dear Editor,

I am studying printers of Underground maps at the moment and wonder if anyone could tell me how long Johnson, Riddle and Co.Ltd., have been printing maps for the Underground, and if anyone could add to this list of Underground map printers:

Johnson, Riddle (various abodes)  
 Waterlow and Sons Limited, London, Watford, Dunstable  
 The David Allen Printing Co. (London) Limited.  
 McCorquodale and Co. Limited, London.  
 Crescens Robinson and Co. Limited, London, S.E.1.  
 The Dangerfield Printing Co.Limited, London.

If this letter could be published in Underground I would be extremely grateful.

Yours sincerely,

85 Clitterhouse Road,  
 London, NW2 1 DL.

J.Clarke

15th April 1971

Dear Sir,

Following Charles Lee's recent lecture on the Brill Branch at Hammersmith it has come to my notice that a number of people are interested in knowing the story of the Oxford and Aylesbury Tramway's Manning Wardle locomotives.

A certain amount of confusing material has been published on the subject over the years but during recent research on the tramway as a whole I believe I have found some answers to the mystery, and it has been suggested that I forward this for possible publication in the Journal.

The O & A T purchased a total of three 'K' type 0-6-0 Manning Wardle tank engines, the first bearing the works number 616, named Huddersfield and built in 1876. It was purchased second hand from a J.D.Newell of Lancashire, who had surprisingly changed the name from Prestwich for reasons unknown.

The second 'K' type to arrive was named Earl Temple, carried the works number 1249 and was ordered new by the O & A T on 26th October 1894, arriving at Brill on 5th December the same year. The only



reason it was called Earl Temple was that the Earl himself paid for it, since the tramway had run out of ready cash. They thanked him for his kind act by naming his own locomotive after him! This engine was renamed Brill No 1 in 1899.

The system of naming and numbering is best described from events in 1899 when the third 'K' type arrived on 7th February carrying works number 1415 and the nameplate Wotton No. 2. This engine was purchased to replace the ageing Huddersfield, and although brand new was considered second string to Earl Temple (now renamed Brill No 1) by virtue of its later arrival. The choice of names, incidentally, is obvious.

Brill, previously second string to Huddersfield, now became premier engine and was fitted with nameplates Brill No. 1. Huddersfield was disposed of soon after these events.

Brill was sold in, I believe, 1906 to Frank Hayes & Co., a civil engineering contractor who had a hand in building the Great West Road in 1924; it was on the site roughly where the Gillette building now stands at Osterley, that Brill No 1 was seen working as a contractors engine. The observer had the presence of mind to make a note of the works number of 1249, which confirms the name change and settles once for all that Earl Temple and Brill were one and the same engine.

The fate of Wotton is not certain but I have no evidence at all of a name change on this, although she did end her days as a contractors engine somewhere I believe.

I trust that this answers some long outstanding questions and should anyone disagree with the foregoing I will be pleased to hear from them.

Yours faithfully,

5 Highlands,  
Flackwell Heath,  
Buckinghamshire.

Ian Melton

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Lithoed by The Celtic Bureau, 93/94 Chancery Lane, London WC2, and Published by The London Underground Railway Society, 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

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## REVIEWS

Books

Alfred Rosling Bennett; The Chronicles of Boulton's Siding; new impression with Introduction and Index by John Marshall; 276 + 4pp 8½" x 5¼", with frontispiece and 90 other illustrations (some photographs, but mainly drawings especially prepared for this book by James Watt Boulton); originally published 1927; new impression Newton Abbott, 1971; David and Charles Limited; £3.

It is unlikely that either the dedicated enthusiast or the serious railway historian needs an introduction to this book. The contents first saw the light of day in a series of articles appearing in the "Locomotive" between November 1920 and February 1925; this original material, suitably expanded and revised appeared in book form in 1927, but this first edition has long been out of print. To have a reprint available, reasonably priced by today's standards is a boon to the railway fraternity, and David and Charles are to be congratulated for their enterprise.

For the less knowledgeable it should be explained that Isaac Watt Boulton set up in business in Ashton during the year 1856 to carry out various kinds of engineering work. As time went on the most important aspect of the firm's work became the purchase of redundant steam locomotives from the numerous railway companies and their adaptation or rebuilding for all types of work, commercial or industrial. Later, Boulton's built engines themselves and I.W.Boulton was a great enthusiast for the water-tube boiler - which proved unfortunate.

Originally the works in Portland Street, Ashton, were not rail connected, but in 1864, by which time the premises had considerably expanded, an agreement was come to with the Manchester, Sheffield and Lincolnshire Railway Company to construct a siding running from the works to the MS&LR's Oldham branch. Thus came into existence Boulton's Siding - soon to be famous throughout the railways of Britain.

Of particular interest to Underground enthusiasts is the fact that Fowler's Ghost ended its days at Boulton's Siding, and Bennett devotes two most interesting chapters to this engine, the designs of two other hot-brick locomotives for the Metropolitan which were not built, and two experimental electric

battery locomotives, built for and tried on the Metropolitan Railway, one in about 1863 and the other as late as 1888. Neither of these were any more successful than Fowler's Ghost itself, but their story makes interesting reading.

In fact, the whole book is of interest, and there are various other mentions of Metropolitan and Metropolitan District engines; Bennett writes with a light touch and a number of humorous incidents brighten the narrative. The drawings by James Watt Boulton (a son of and chief assistant to the founder of the firm) are an invaluable and indispensable part of the whole work, which in this reprint is excellently produced with stiff binding and an illustrated dustjacket. Strongly recommended.

John M. Tough & Coleman A. O'Flaherty: Passenger Conveyors - An Innovatory Form of Communal Transport; 176pp + 16pp black and white plates, including Bibliography and Index; stiff bound, 92 x 5 $\frac{3}{4}$ " London, 1971; Ian Allan Limited: £3-30.

As cities grow larger, all things within them increase proportionately in size. Shops, supermarkets, office buildings, car parks, concert halls, airports and even pedestrian precincts become too big to be walked around in comfort, particularly for the elderly or infirm and for people carrying luggage or shopping. Some form of powered conveyance becomes essential, although the need for such facilities has been much neglected until very recently - to such an extent that interchange passengers at two U.S. airports may have to walk more than two kilometres to get from plane to plane.

In recent years, since about 1950 in fact, more attention has been paid to this problem than ever before, and there are now several hundred conveyor systems in use throughout the world, excluding escalator systems, which have been pioneering this type of transport for decades.

This book sets out to document the history of conveyors, to detail the most important installations now in use, and to look forward to the future. The authors are well qualified for the task; Tough is Rees Jeffreys Research Bursar, and O'Flaherty Professor of Transport Engineering, both at the Centre for Transport Studies of Leeds University - where much work and research has been carried out on the subject of conveyors from the transport engineers' viewpoint.

The historical section of the book deals comprehensively

with schemes put forward, whether actually built or not, from the patent taken out by Nathan Ames in 1859 for his system of "Revolving Stairs", and gives a very full account of the installation at the 1900 Paris Exposition, which is described as "the most ambitious and extensive pedestrian conveyer installation that was ever constructed either before or since then".

With the number of differing systems used or proposed the book is, as might be expected, fairly technical, but it is of great interest - who would have thought, for example, that as long ago as 1923 H.S. Putnam in preparing a scheme for conveyors in the New York 42nd Street area, was proposing to power them by linear induction motors?

Much food for thought is provided, as to the future developments necessary in this field, both to make the pedestrian's life easier and to relieve the roads of much short-distance traffic.

Because escalators are not dealt with, the London Underground is only mentioned incidentally, but the travelator system at Bank station is described in detail, are are the systems at London Airport.

The text is keyed by numerical references to the bibliography at the back of the book, and this bibliography is a valuable part of the work. A very useful book destined to become a standard work, if not the standard work, in its field.

C.R. Clinker & J.M.Firth; Clinker's Register of Closed Passenger Stations and Goods Depots in England, Scotland and Wales 1830-1970; New Edition, 1971; 190 + 12 pp A4, duplicated, in limp card covers; available only on Subscription from the Publisher, C.R.Clinker, Harlyn Bay, Padstow, Cornwall; price including postage £6-35. Standing Orders for Annual Supplements accepted.

Anyone seriously concerned with railway history will be acquainted with this work, first published in 1963. It now appears in a new edition, in one volume instead of the previous two, fully revised and inclusive of all closures to the end of 1970. It is an invaluable work, including dates of renaming, conversions to unstaffed halts and similar details. Within its field it is the standard work, and the introductory notes clearly set out the principles upon which it has been prepared - something it is very useful to know, but not always supplied in this type of work. Eventually, before it is too late, someone will have to compile an historical gazetteer of British

stations, but until this is done, Clinker has no rival on the closed stations. The duplicating is impeccable and very easy to read.

Henry F. Howson; *The Rapid Transit Railways of the World*; 184pp, plus 40pp plates; 8 $\frac{1}{2}$ " x 5 $\frac{1}{4}$ "; London, 1971; George Allen and Unwin Limited; £3-75.

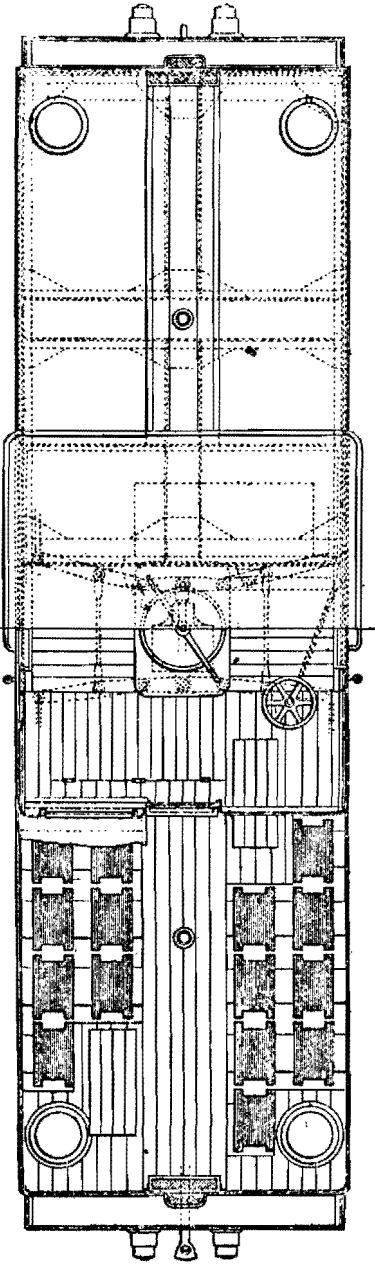
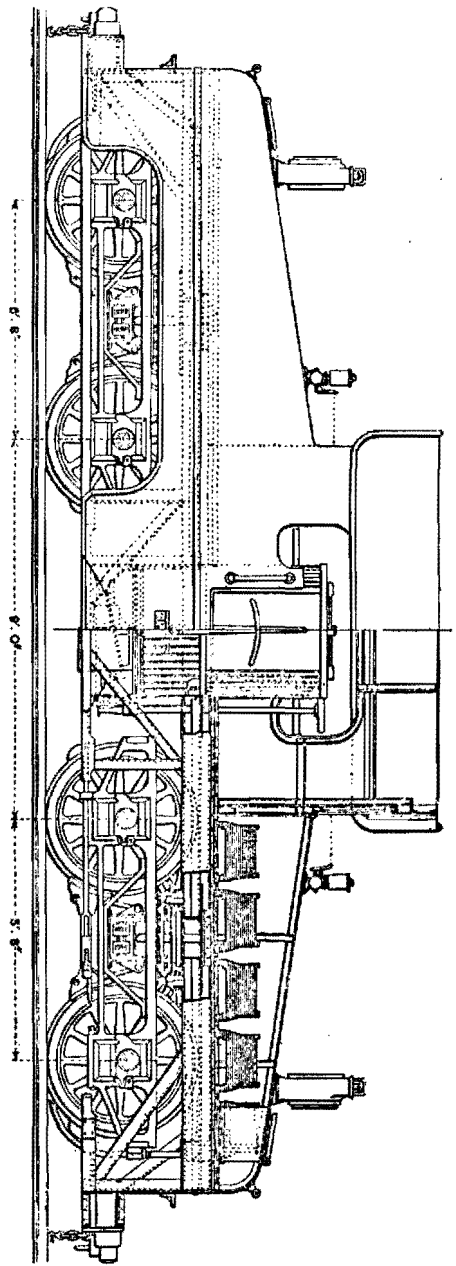
In his foreward, the author writes "... such a book as this, written twenty years ago would have listed only about twenty operating systems, today the number of such systems in being or being built is nearer sixty". And so it is; rapid transit is the in thing nowadays, and every city of any size at all is at least thinking about the merits of constructing one in some form or another - even if only to keep up with the Londons of this world.

Henry Howson is, of course, the author of the well-known "London's Underground" so is well-briefed in his subject, while travels in the recent past have enabled him to see many of the lines described in this new book and to meet a number of their officials.

Basically this is a book of reference, and in reading it straight through many will find it disappointing, mainly because there is a fundamental sameness about all the lines described - only the details vary to any great extent. This is inevitable, and is no discredit to the author, who had compiled a very useful work giving the present-day position in the rapid transit sphere. Or perhaps one should say, the almost up-to-date state of play, for there appears to have been some delay in publication and some references could well be updated by a year or two. However, provided this is borne in mind, it makes very little difference to the value of the work which is bound to be out of date in a very short time in view of the rapid transit world's continually changing scene.

The illustrations are excellent, and much enhance the value of the book, which in addition to the general text matter includes at the end of most chapters a schedule of additional data and a brief glossary, but no index (though this is hardly needed as each system has a chapter to itself.)

London, as the pioneer system, should perhaps have had more space devoted to it, and the enthusiast for the Underground will not learn very much from the entry relating to it - but clearly that is not intended as the book is for the general reader.



To face page 36A

FIG. 262.—ORIGINAL CENTRAL LONDON LOCOMOTIVE, FITTED WITH FOUR GEARLESS MOTORS.

## NEWS FLASHES

1058 In an effort to get visitors to come to the Motor Show by train this year, and alleviate one of London's worst parking problems, the Society of Motor Manufacturers and Traders Limited have made an arrangement with British Railways whereby a "Combined Travel and Admission Ticket" will be made available from 318 stations on the London Midland, Southern, and Western Regions. These tickets will include BR travel, the journey necessary on the Underground and admission to the Show.

1059 London Transport are carrying out a job evaluation exercise on Workshop Supervisory Staff in conjunction with Urwick Orr and Partners Limited.

1060 In connection with the proposed airport at Foulness, a scheme has been put forward for two 250 mph hovertrain routes from London to the airport; one of these would run above the District Line to Upminster. The proposals have been made by Tracked Hovercraft Limited, and the track cost is estimated at £250,000 a mile cheaper than either road or rail. It is estimated that the 50-mile journey would be done in 25 minutes on tracks 20 ft above ground level.

1061 Mr. D.W.Glassborrow, Chief Planning Officer of the National Bus Company, in an address to the British Association meeting in Seasea on 7-9-1971, suggested that the pedestrian should be given priority over all forms of transport in city centres for rush hour travel.

1062 The bodies of pre-1938 tube stock cars 3380 (ex pilot motor car) and L.72 (ballast motor car) were cut in half at Acton Works and removed by articulated lorry, half a car at a time, on 25-6-1971 and 28-6-1971 respectively.

1063 A fire in a cable at the old Wood Lane station on 11-9-1971 delayed Central Line trains over a period of two hours between Marble Arch and North Acton.

1064 The Waterloo and City Line was closed for 17 minutes on the morning of Friday 25-6-1971 because of a fire in a pile of rubbish.

1065 An Open Day was held at the LF Railway Training Centre in Wood Lane, Shepherds Bush on Saturday 18-9-1971; tours for members if the public commenced at 09.30, and ran at 20-minute intervals until 15.30. Tickets had to be booked in advance.

1066 A correspondent to the Haverling Recorder, complaining about infrequent, overcrowded and slow trains on the District Line, has suggested double-decked trains on that line!

## THE TIMETABLE

19.00 for 19.15 Friday 8th October at Hammersmith Town Hall; The President's Address for 1971. Our President this year is Mr. Charles E. Lee, who has spoken to us a number of times before and is, in any case, far too well-known as a railway historian to need any further introduction. Mr. Lee will be presenting a Paper on "The Post Office Pneumatic Tube".

Saturday 16th October Visit to London Transport Northfields Depot; names, accompanied by a first class stamped addressed envelope, to S.E. Jones, 113 Wandle Road, Morden, Surrey at once please.

10.00-17.30 Sunday 17th October Stand at Special Sunday Opening, Museum of British Transport, Clapham, London, S.W.4. With the present uncertainty over the future of the Museum, this may be the last Open Day, so make an effort to come along to make it as great a success as possible - thereby showing the Government once again what a sad mistake they are making in forcing the closure quite unnecessarily.

Friday 12th November 19.00 for 19.15 at Hammersmith Town Hall; "Ten Years of TLURS": a reminiscent evening when most if not all the speakers will be founder members of the Society, led by the two who started it all - Norman Fuller and Joe Brook Smith. Members might also be asked for ideas for the next ten years - so come along with a view to helping to improve the Society.

10.00-21.00 Saturday 13th and 11.00-17.00 Sunday 14th November; Stand at the 1971 Exhibition of the Norbury and South London Transport Club, to be held in the Stanley Halls, South Norwood Hill, London, S.E.25. This exhibition is always a lively affair, and this year there will be an Auction Sale of Transport Relics at 18.30 on the Saturday. The nearest station is Norwood Junction, which is also the nearest bus stop. Admission will be 15p for adults, children 10p.

18.30 Wednesday 17th November at the Museum of British Transport, Clapham, London, S.W.4. TENTH ANNIVERSARY RECEPTION

This event will take place exactly ten years after the Inaugural Meeting held at the Tailway Tavern in Liverpool Street, and it is hoped that as many members as possible will come along to make it as great a success as it could be. The Museum is being opened especially for the Society, and a number of guests are being invited. Tickets will be £1.50 each, double tickets to include wives or girlfriends (or vice-versa for lady members!) £2.50. Please order your tickets from TLURS, 62 Billet Lane, Hornchurch, Essex. RM11 1XA.