

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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A PROJECT FOR THE NEXT TEN YEARS AND BEYOND

Ten years ago this month The London Underground Railway Society was inaugurated. Since then the Society has grown in size and stature, so that it is now recognised as an important and well-informed organisation in its own sphere. However, there is a real danger that while congratulating ourselves on a successful past, we may well neglect the future by being complacent. To remain successful the Society must not be allowed to stagnate, but must continue to develop. By introducing new activities, increasing membership and ensuring that sufficient volunteers are willing to lend their time and energies to the Society, a bright future can be assured.

A project which, if successful, the Committee believes will help the Society to flourish, is the proposed preservation of Q Stock, announced last month. This is a field of activity completely new to TLURS, but an ambitious plan like this will provide a suitable stimulus to increased membership participation, along with good publicity.

The features of the Q Stock which make it worthy of preservation were given in the Journal last month, and it seems from negotiations with London Transport that the Society has their co-operation in the proposed scheme. Consequently, the Committee has decided to proceed with an appeal to preserve one motor car and one trailer of Q Stock. It is imperative, however, that LT should be informed at an early date whether the Society is in a financial position to finalise the purchase of these two cars. The total amount required to purchase the cars is £1000. However, if the purchase is achieved, a site will be required to house the vehicles, and the transport costs will require a further sum which cannot yet be ascertained.

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Negotiations are already proceeding with a view to storing the cars on the premises of another Society near London, but, while prospects look promising, until a decision has been reached, the location cannot be revealed.

Sufficient interest has already been shown in this preservation appeal to indicate that success is a real possibility and not just a pipe-dream, but it depends on the generosity of members and non-members alike to ensure that its aims are achieved. The cars are, of course, complete and in working order. This, in itself, is an enormous advantage over the many schemes to preserve derelict vehicles that have remained neglected in the open for decades. Many of those schemes have succeeded, so there is no reason why this one should fail. The need for members to work on the cars once they are purchased will, nevertheless, be imperative if they are not to degenerate, but are to be restored to a high standard.

Everyone wishing to contribute to the appeal fund is asked to complete the form enclosed with this Journal, and send the form together with their contribution to -

TLURS Q Stock Appeal,
203 Popes Lane,
Ealing,
London,
W5 4 NH.

Please make cheques, postal and money orders payable to TLURS Q Stock Appeal. All donations will be paid into a separate bank account and will be returned (unless otherwise instructed) if the appeal objective is not attained. If it is only partly successful, it is possible that only one of the two cars will be preserved. Donations will not be acknowledged unless a receipt is requested and a stamped addressed envelope enclosed with the donation.

The Society is now at the beginning of its second decade. Let it be another period of growth and development by helping - supporting this new venture as much as you can, both financially and practically. The appeal stands a real chance of success - but only if the response comes NOW.

TEN YEARS

This month sees the completion of the first ten years of the Society's formal existence, for it was at 19.00 on the 17th November 1961 that the Inaugural Meeting was opened in the Restaurant of The Railway Tavern in Liverpool Street. Much progress has been made since then and a small, completely unknown, group of enthusiasts has become a recognised and, we like to think, respected Society which has been able to contribute something of interest and use to the life of London.

It is interesting to note how many of the founder members of ten years ago are still with us, and there are many other loyal and useful supporters who joined shortly after the inauguration and still maintain their membership. They are the mainstay of the Society, who are being ably followed by a group of younger members who are equally loyal and will in due course carry on the work.

But it is not only membership support which has helped TLURS to reach its present position; without the ready, competent and willing assistance of numerous people on the staff of London Transport, it would not have been possible to achieve a quarter of what has been done, and there could be no better time than now to place on record the great indebtedness of all members for the help received from this quarter. Our thanks are extended to all LT personnel who have made such a signal contribution to our success.

What has been achieved in the first decade must only be considered as a springboard for the next ten years however. There is still a great deal to be added to the knowledge of the Underground already available, and it must be considered the duty of TLURS to see that the years to 1981 are even more productive than those from 1961 have been.

LETTERS TO THE EDITOR

9th June 1971

Dear Sir,

I refer to the editorial in the June Underground concerning L.T. steam operation.

L.T. did not completely confine their steam locos to works trains after handing over the large locos to the L.N.E.R. in 1937. The freight service to Willesden Green, where L.T. had their last goods office, was worked by L.T. until it was shut a few years ago.

Passenger services were also worked by L.T. on odd occasions although not on a regular basis. The most recent case, besides specials, was when L44 worked the last turn of the Chesham shuttle in September 1961. In 1947 L.T. had L44, L46 and L48 on duty for working the Rickmansworth to Aylesbury service when the L.N.E. were short of motive power. A photo of L46 was published in the April 1947 issue of the Meccano Magazine, whilst the loco was standing at Aylesbury on a passenger train.

I don't know of any other cases since such things as the Chiltern Court freight was worked by electric locomotive.

Fairmead,
Northway, Pinner.

Yours faithfully,

C.H. Gooch

3.7.1971

Dear Sir,

First may I ask you to please notify appropriate LURS officers of my change of address. As you will see, I have heeded the Met's injunction by so naming my new house that I do now in fact 'Live in Metro-Land'. In case you may be interested, here are a few notes on my plans and on railways here in Western Australia. My entire library and many of my Met relics are on the way to Australia; I have hopes of housing a Met (etc) museum in a railway coach; something which never seemed possible in the U.K. For three reasons this may become a reality here. First, the Western Australian Government Railways do sell stock from time to time, and currently they have a number of narrow-gauge steam locos for sale; they offered me a choice of 2 n-g coach bodies at £75 but when I

went to inspect them, I found they had been cut up and were awaiting burning, as there was a lack of liason between departments, the Supplies Department being as shocked as I was. I am now hoping for an ex-instructional open car with a compartment at one end; all windows are smashed, and it has not yet been written off by the CME, but something may eventuate.

Secondly, councils are not so awkward here as in Britain, and I have provisional approval for placing a coach to the rear of my home. Thirdly, I think delivery over a two-storey house in the UK would be difficult to arrange; here, all homes are single-storey, and the standard way of delivering pre-fab swimming pools is to have them swung over the roof by a mobile crane, so a coach could come the same way.

Before I left England, I was warned that public transport in WA was poor, but this is not really so; certainly the WAGR has only three suburban lines left, and even these have had their outer ends pruned back, but they do offer regular services (20-minute intervals; peak-hour extras with non-stopping in the inner area; 30-minute intervals on Sundays) and they do not suffer from cancellations. Suburban trains are narrow-gauge diesel m-u's, plus a few diesel loco hauled trains in the peaks. One line connects the port of Freemantle with Perth, and the other two lines run roughly NE and SE from Perth, serving the older established areas; unfortunately no railway runs near Orelia, which is quite a new development about 25 miles south of Perth. At Maylands, where I first stayed on arrival in Australia, the tracks have three rails, a common one, plus one for the WAGR n-g trains, and one for the standard gauge trains of the Commonwealth Railways (such as the Indian-Pacific, which runs, without need for changing, to Sydney). On this route is Kalgoorlie, and very soon the WAGR will be replacing its narrow-gauge trains on this section by high speed standard gauge railcars, which are currently being delivered to their workshops at Midland (which, for comparison, are considerably larger than Acton Works).

Although steam is no longer seen in the Perth area, there are still steam hauled trains in the country, and on a recent trip I had the chance of looking at some in the roundhouse at Bunbury. This was on the return of a special, organised by the Australian Railway Historical Society W.A. Division (which I joined as soon as I learnt of its existence).

This special was to a ceremony to commemorate the Centenary of the first railway in W.A. To show the interest out here in railways, our train (for the day) was completely filled; a second train was filled with enthusiasts who were spending a long weekend in the area (which is the nearest that a present-day line gets to the original line); many motorists also turned up to watch the unveiling of a plaque on a wheel. For this ceremony, not only did the Commissioner of the WAGR attend, but at the invitation of the Society, the plaque was unveiled by the Premier of Western Australia; this was all arranged by the Society, as this first line had no connection with the WAGR, being a private line laid to transport timber. The Society also runs a museum at Bassendean, and I had some interesting times on Sundays helping to renovate coaches while I stayed at Maylands, but now I regret I am too far away to get there.

There is in Perth a lobby of bus fanatics, who are pressing for the remaining suburban lines to be closed and for the sites to be laid out as express busways. I hope their efforts are in vain. Another sign of the interest in railways here is that the WAGR have a list of over 100 colour slides available for sale to the public, and also offer to assist with others if a customer's wants are not on their list.

Short journeys are expensive, being ten cents for the first mile (about 11 old pence), but drop rapidly with increasing distances, until at 25 miles and over the rate per mile had fallen to only 2 cents. Perth City station is rather old-fashioned, with boards that are lowered from the platform awnings to show destinations, but Perth Terminal (1 mile out of Perth, and the nearest transcontinental trains get to Perth, being a good road and suburban rail interchange point) is modern, and even better facilities are planned there. However, the best station I have seen is at Midland, which is the terminus of the shortened line to the NE of Perth; this is very modern, with under-cover interchange to all buses, illuminated train describers very similar to London Transport ones, and, by the barrier, a list of all stations served, with a red pilot lamp alight against those stations at which the next train to depart will stop.

Stations (on the suburban lines only) also copy L.T. somewhat in their display of station names; these consist of a metal disc which has a red outer ring and a white centre; across this disc is screwed a wooden bar, which unlike L.T. with its standard length of bar in relation to circle diameter, the WAGR bars get longer as necessary to fit the longer of the station names. Perth, Freemantle and Midland stations are manned all day (so far as I can observe), some other stations have ticket office staff in the morning rush hour only, and some are completely unstaffed. All trains have a conductor who issues tickets when required, and passes from coach to coach by open gangways, with just a low grille at the sides; each train is 2, 3 or 4-car, and there is some standing in even the 4-car trains in the peak. The conductor does nothing but issue tickets, and close the doors on the earlier hand-operated stock; a separate guard is carried, and he has nothing to do with ticket-issuing, unlike such BR branches as Henley and Felixstowe. The later stock has power-operated doors; these are closed simultaneously, but never opened by the guard - the opening being done from inside or outside the cars by passengers pressing buttons which stand prominently proud of the car body.

Yours sincerely,

Peter Densham

Metro-Land
8, Dowling Place,
Orelia,
Western Australia, 6167

21st July 1971

Dear Sir,

I would like to endorse your review of Profile No. 10 on the Met Tanks which appeared in the May issue of the Journal. However, there is one point which I am sure that members of the Society would like to have clarified and I am very surprised that the author failed to find the information when consulting Beyer Peacock's records at the Manchester Museum of Science and Technology. This concerns the identification of the 24 locomotives delivered to the Metropolitan District Railway in 1871. Beyer's delivery book shows them to have been lettered A to X inclusive.

I am collecting together historical and technical data about the locomotives of the Metropolitan and the District railways, but there are several points which have not been published before, or at least not in a readily accessible source. If anyone can supply any of the following information I would be very pleased to hear from him. The data required is:-

Metropolitan steam locomotives -

4-4-OT A Rebuilding dates of those rebuilt at Edgware Road.

0-4-4T C Rebuilding details and withdrawal and disposal information.

2-4-OT D -do- -do-

0-4-OST 100 Confirmation of maker's No. 253 and from whom it was purchased.

0-6-OST Nellie What was the disposal?

Metropolitan electric locomotives -

Individual dates of the second generation Nos. 1-16, 18-20. No. 17 appears to have been a genuine rebuild of the original locomotive.

Wotton Tramway -

Were the two locomotives taken over by the Metropolitan allotted Met numbers? When were they withdrawn and what was their disposal?

Metropolitan District steam locomotives -

Withdrawal dates of Nos. 27, 35/6/9 (actual year please).

Metropolitan District electric locomotives -

Renumbering (L series) and withdrawal dates of the ten electric locomotives.

First numbers of the 1909 battery locomotives which became L8 and L9.

If anyone would like to have the individual delivery dates of the 4-4-OT I would be pleased to forward them on receipt of a stamped addressed envelope.

Yours faithfully,

J.W.P. Rowledge

Hawthorndene.
Station Road,
Staplehurst,
Tonbridge, Kent.

REVIEWS

Short Story

Penelope Goldie; Train of Events; published in the Evening News, 19th April 1971.

This eerie little story describes events in a crowded Underground train during a breakdown when the lights go out - and come on again. Topical, in view of recent similar incidents - but these have not, fortunately had such dramatic results as that in Miss Goldie's neat denouement.

Booklets

T.M. Simmons; Railways - 1: To the end of the Nineteenth Century; a Science Museum Illustrated Booklet; Her Majesty's Stationery Office; London, 1964, Third Impression, 1970; 35p; 52pp, $5\frac{3}{4} \times 5\frac{3}{4}$ in card covers with 21 coloured illustrations. Obtainable through the Society at 203 Popes Lane, Ealing, London, W.5.

This short booklet has two great merits; the clarity of the text, which gives the history of railways from their very earliest beginnings in the early sixteenth century - and the excellence of the illustrations. Only two pages are of direct Underground interest, but for background information it can be strongly recommended.

Public Information Branch of the Director-General's Department, Greater London Council; Greater London Services 1971-72; 96 + 8 pp $8\frac{1}{4} \times 5\frac{3}{4}$ in limp card covers, illustrated; London, 1971; Greater London Council; no price stated.

Now that London Transport is controlled by an Executive appointed by the Greater London Council, and the latter is directly responsible for broad policy and financial control of LT, it behoves the Underground enthusiast to know something of the Council's overall responsibilities. This is just the booklet to fill any gaps there may be in one's knowledge; compiled within the GLC, it gives a short history of the London area as a local government unit, and then proceeds to describe in detail the present functions of the GLC and the Inner London Education Authority. The range of duties listed is both formidable and far-reaching, and it is guaranteed that the reader will learn something about his senior local authority that he did not know before.

Although the booklet does not include a great deal of information about LT, it is even possible that the reader may

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learn something about the Underground from it. One delightful little snippet tells how the ceremonial chairs of the Chairman, Vice-Chairman and Deputy Chairman of the Council, on the desks in the Council Chamber, are made from bog oak several thousand years old which was found 35 feet below ground level at Villiers Street when excavation was being carried out for construction of the Underground at Charing Cross.

Not, perhaps, a book to be read through at one sitting, but definitely useful to have at hand when any questions on London's local government need a quick answer. Complete lists of Council and Education Authority Members and Officers are given, also lists of London Borough addresses and telephone numbers, while a comprehensive index adds further to the usefulness of the booklet.

The Brixton Extension of the Victoria Line; 44pp, 9" x 6 $\frac{3}{4}$ " in stiff card covers; London, 1971; London Transport Executive; £1.

This lavish memento of the opening of the Brixton Extension to the Victoria Line is undoubtedly expensive in relation to its contents, but the quality of the production justifies the price, and doubtless anyone present at the opening, or who rode on the extension on its first day, will welcome such a pleasant souvenir. Printed throughout on quality art paper, it is heavily illustrated, with most pictures in colour, and with black endpapers showing a rather attractive representation of the Underground route diagram exclusively in black and white except for the Victoria Line which appears in blue. The colour reproduction is of a very high standard in the illustrations, and the text printing is excellent. A very worthwhile booklet to own, which commences with a foreword by Sir Richard Way.

Journals and Magazines

The Institution of Mechanical Engineers Railway Division Journal; Volume 2 Part 3 1971.

This issue contains the final print of Mr. J. Graeme Bruce's Paper on "Train Formations and Maintenance Requirements for Urban Railways" together with the Discussions which ensued when the Paper was presented in London and again in Glasgow. Needless to say, this is a very instructive technical work.

Tunnels and Tunnelling; published in alternate months by Lomax, Erskine and Company Limited.

This new, bimonthly magazine contains much that is of

interest to the members of this Society, particularly if their main interest happens to be the civil engineering aspects of the Underground, or in tunnels generally. Publication is in January and then every other month through the year, the price of individual copies is 25p and the annual post-free subscription rate £1.50 at home or overseas (USA and Canada \$5). The page size is A4 and a typical issue contains 84pp, text matter being in many cases profusely illustrated with photographs and drawings. It has been accepted as the Journal of the newly-formed British Tunnelling Society, although the magazine has now been in existence for some time, the current issue (July-August 1971) at the time of writing being No. 3 of Volume 4. This particular issue contains an article of great value on the subject "Tunnelling on the Brixton Extension of the Victoria Line" by B.L. Bubbers, an Associate of Mott, Hay and Anderson, the Consulting Engineers.

This magazine is probably well worth taking regularly, and anyone wishing to do so should note that the Publisher's address is 8 Buckingham Street, London, WC2N 6DA.

NEWS FLASHES

1067 Since early this year, some R stock cars have been painted very light grey (almost white) instead of the normal silver. It is believed that this is part of a test to try one-coat instead of two-coat paint. The first 2-car unit to be painted grey was 22625-23516, and the first 4-car unit 21133-23236-23333-23433, although only 21133 and 23236 are grey, the other two remaining silver, presumably for comparison. These two units re-entered service in mid-February 1971 and for a short time at least they ran together in service. Since then, many cars have been painted grey, among them, the following -

22609-23506	June/July 1971
22619-23540	September/October 1971
22623-23521	September 1971
22639 (grey)-23535 (silver)	September 1971
22640-23534	June 1971
22684 (grey)-23584 (unpainted)	August/September 1971
22685 (grey)-23585 (unpainted)	August/September 1971
21130-23207-23307-23430	July/August 1971

1068 L90 left Neasden by road on Friday 3-9-1971, and was in steam at the Open Day of the Standard Gauge Steam Trust/BR at Tyseley on 3-10-1971.

1069 All C69 Stock units have now been delivered, the last having arrived at Ruislip about 29-9-1971.

THE END OF 'Q' STOCK - Part 2

It is generally believed that no Q stock has worked in passenger service on the District Line since 30 June, other than the specially arranged run of 24 September. It should be borne in mind, however, that the significance of the first date is merely that no one has reported seeing a Q stock working after the end of June; it is possible that one or two workings did occur later.

Having said that, and reported on the RCTS tour of 12 September, we can turn our attention to the events of the following fortnight which saw, in the first week, the end of Q stock working on the East London Line, and in the second week, a number of odd workings culminating in a farewell tour on Sunday 26 September.

A new Working Timetable, No. 239, came into force on Monday 13 September on the East London Line, specifying that the service would be worked with 5-car sets of CO/CP stock although 'for a time, some trains will be formed of 4-car 'Q' trains.' The position on Monday was that there were 3 trains of mixed Q stock (of which one was the spare train) and three 4-car CO/CP trains at New Cross, six trains being the depot's maximum capacity, five being required for the full peak hour service.

For operating and maintenance reasons, there is a daily path for empty stock between New Cross and Ealing Common and back, so that trains can be readily exchanged between the two depots, because no maintenance is carried out at New Cross. The use of this path during the rest of the week was quite interesting.

On Tuesday 14th, one of the Q stock units was replaced by a CO/CP unit (four cars), leaving two Q trains, of which one was spare. On the Wednesday, two of the CO/CP units on the line returned to Ealing Common, coupled together (all motor cars!), but were only replaced by one other CO/CP unit, leaving no spare train at New Cross.

On Thursday 15 September, one of the remaining Q stock units (headed by car 4184) left the line after working in the morning, and was replaced by the first of the five-car CO/CP units (M-M+M-T-M), leaving only four cars of Q stock in

ordinary passenger service on the system. They did not survive much longer, the end came less than 24 hours later.

On Friday, 17 September, train 175, one of the rush hour duties, became the last one to be composed of Q stock. Liberally adorned with the customary chalk slogans, the train, consisting of cars 4411, 08026, 08018 and 4268, left Shoreditch at 09.31 on its final journey south, arriving Surrey Docks at 09.41. It then ran empty into New Cross depot, arriving 09.45 and was prepared for its last but one journey, empty to Ealing Common via Ealing Broadway, arriving 12.24. It is interesting to note that 4411 was the last Q38 car to run on the Underground - the oldest and the newest Q stock ran together to the end.

Meanwhile, the six cars used for the 12 September tour had been lurking inside Ealing Common depot. Their moment of glory had not quite arrived as, by courtesy of the authorities, they were scheduled to make two more public appearances, an arranged 'normal' run in service on the District Line, and a special farewell tour. However, that was a week hence yet, in the meantime, people were doing their homework, or at least, thought they were, resulting in a minor panic behind the scenes during the early part of the following week.

As a result of the comprehensiveness of the first tour, the train had ended up 'wrong way round' at the end of the day. This appears to have gone unnoticed for some time - it did not matter much anyway, since, for technical reasons, difficulties with a 'wrong way round' Q stock train would have occurred only if it had attempted to couple, in emergency, to another Q stock train. By the time the train in question was on the road again, there were no other Q stock trains about anyway. However, someone became worried and the train was hurriedly turned, via High Street, during Wednesday 22 September.

So it came as something of a surprise then, on Friday, 24 September, standing on the Eastbound platform at Hammersmith, at the 6-car stop mark to see not 4248 grinding round the curve, but Q27 4361 instead. This was a special working of the train, arranged by the operating department to commemorate the withdrawal of the stock, by running a final journey in public service. The working was that of train 100, normally by now composed of 8 cars of CP stock, a Monday - Friday peak hour only working, starting, in the afternoon, from Ealing Common depot at 16.18.

Being a rush hour working, the train is normally full, but it is doubtful whether the regular passengers realised quite what was going on that evening, their numbers being swelled by crowds of railway enthusiasts and others paying their last respects. It was as well to get on the train early in its journey in order to get a seat - and then to stay in it. So it was that we found ourselves at Hammersmith as mentioned. The train reversed at High Street to traverse the Wimbledon branch prior to its main journey through the City to Dagenham East. Photographers and others were much in evidence all along the route, but by the time we got to Dagenham, it was dusk; however a large crowd there insisted on photographing the train, its crew and the backs of each others heads, even though the prevailing conditions were far from ideal.

The final part of the journey, to Ealing Broadway, was uneventful apart from, perhaps, the bewildered expressions of some of the more ordinary passengers. The train arrived at Ealing at 19.50, in platform 9, instead of 7 as scheduled, possibly to make things easier for those who wished to take their last photographs, etc. Shortly afterwards it departed for Ealing Common depot, and so we come to the final event in this saga, the 'Last Q Stock Tour' of 26 September 1971.

The train got up early that day, leaving Ealing Common for New Cross depot at 07.47, running via Ealing Broadway. The tour was due to start at about 10.00 from Whitechapel, and in due course small groups of people began to assemble on the southbound platform with their cameras and packets of cheese sandwiches. The train arrived in good time, causing some consternation by rumbling through on the northbound track and stopping north of the station beyond No. 15 crossover. However, it returned shortly and the tour ran generally to time. The route was as follows.

Whitechapel (EL) - New Cross (reverse) - Shoreditch (reverse).
 - Whitechapel (pause for any late comers) - New Cross Gate (reverse)
 - Aldgate East (reverse) - Barking (reverse) - Liverpool Street -
 Paddington (suburban) - Hammersmith (Met). Detrain for lunch and
 photography with C69 train alongside. Depart Hammersmith (Met) -
 Edgware Road (reverse) - Earls Court - Acton Town - Ealing Broadway
 (reverse) - Acton Town (platform 4). Detrain, train reversed in
 No. 22 siding, passengers boarded again in platform 2. Acton Town -

South Ealing (photographic stop) - Hounslow West (reverse) - Hammersmith - High Street (reverse) - Wimbledon (reverse) - Earls Court - Mansion House - Surrey Docks (end of tour).

The train then reversed via New Cross depot and returned to Ealing Common. A number of people were picked up at Surrey Docks on the way and thus were able to travel on this last section as well. The train reversed at Ealing Common and ran into the depot direct, at about 18.40.

This tour was as enjoyable as the earlier one, although not so well patronised, perhaps partly because it was not so comprehensive and was more expensive. However, it was a fitting way to mark the withdrawal of the stock and certainly proved an interesting day out. A printed, well-illustrated booklet describing the stock was issued, which, although expensive if purchased separately, does record some interesting features not generally known or easily available elsewhere at present.

Mention should be made of the special headboards carried at each end of the train on the final tour. Made of wood, in the shape of a large, solid letter 'Q' and incorporating a 'bullseye', they were somewhat gaudy in five colours - red, blue, white, gold and green, and with a complicated legend to mark the occasion. They had been fitted during the train's sojourn in Ealing Common, and were in position for the run on the 24th but were covered over.

SEVEN-CAR TRAINS ON THE DISTRICT

With effect from Monday 4th October 1971 all COP and R Stock is being progressively reformed into 7-car train formation, but six-car trains will continue to operate the Edgware Road service, and the seven-car trains will not be allowed north of High Street Kensington. They will not be allowed into Triangle Sidings nor the Bay Road at Putney Bridge.

Formations will be as follows:

COP Stock:

M	T	M	M	M	M	M
54xxx	014xxx	53xxx	54xxx	53xxx	54xxx	53xxx

R Stock: Either -

DM	NDM	NDM	NDM	DM	NDM	DM
211xx	233xx	234xx	235xx	226xx	235xx	226xx

Or -

DM	NDM	NDM	NDM	NDM	NDM	DM
211xx	232xx	232xx	233xx	234xx	235xx	226xx

All the above are in west to east order.

THE TIMETABLE

19.00 for 19.15 Friday 12th November at Hammersmith Town Hall. "Ten Years of TLURS" - a reminiscent evening with the principal speakers being Norman Fuller and Joe Brook Smith.

10.00-21.00 Saturday 13th and 11.00-17.00 Sunday 14th November at the Stanley Halls, South Norwood Hill, London, S.E.25.

Stand at the 1971 Exhibition of the Norbury and South London Transport Club - with an Auction Sale of Transport Relics at 18.30 on the Saturday. Nearest station - Norwood Junction; Admission 15p for adults, children 10p.

18.30 Wednesday 17th November at the Museum of British Transport, Clapham, London, S.W.4. TENTH ANNIVERSARY RECEPTION. Please support this most important event, which is also one of the Society's very rare purely social occasions. 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 tickets from TLURS, 62 Billet Lane, Hornchurch, Essex, RM11 1XA by 10th November at the latest.

Thursday 25th November. Annual Parliamentary Dinner of The Channel Tunnel Association at the House of Lords. Tickets £4 each from A.R.Titchener, 99 Station Road, Amersham, Bucks.

19.00 for 19.15 Friday 10th December at Hammersmith Town Hall.

A Tape Recorder Evening, providing excerpts from a number of recordings of LT Railway Sounds - Past and Present.

Saturday 18th December. Visit to the Victoria Line Brixton Extension. Names to S.E.Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first-class stamped addressed envelope.

Typelithoed by Celtic Railways, 93/94, Chancery Lane, London, W.C.2. and Published by TLURS, 62 Billet Lane, Hornchurch, Essex, RM11 1XA.