

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

No 123

Volume 11 No 3

March 1972

BILKERS ARE TOPS

In the London Transport private bill now before Parliament, a provision has been included to allow LT to impose on-the-spot charges of £1 on any person found travelling without a ticket. Should that person refuse to pay, further provisions are included in the bill which will allow them to pay a mitigated penalty of £2.50; if he prefers to be prosecuted, the maximum penalty would be a £20 fine plus a payment of £10 to London Transport.

In view of the enormous sums known to be lost to LT each year through fare-dodging, one would have expected such a measure to receive a warm welcome from the honest, as a really determined effort to see that the public pays for what it gets - but no, not a bit of it.

A surprising number of MP's, passengers' associations and others who ought to know better have immediately sprung to the defence of the right to bilk - although their action is not so described of course. The usual reasons put forward are the defence of personal liberty, delays at booking offices, and the impossibility of London Transport being able to ensure that it is possible for all would-be passengers to obtain tickets before boarding their trains (referring of course to those times when the booking offices may be closed due to staff shortages).

Now, it is quite obvious that London Transport must make sure that every potential passenger can obtain a ticket at any time at every station - or alternatively, be able to obtain some form of permit to travel showing the station at which the journey was commenced on condition that the fare is paid at their destination. Indeed it is the duty of Parliament to see that this is written into the bill for the protection of the innocent. That such an arrangement could be easily implemented seems to have

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escaped the somewhat muddled minds of the protesters; all that is necessary is for the ticket collector, or some other member of the station staff, to be armed with a supply of such permits when the booking office closes, and for them to be handed out to passengers as they pass the barrier; or, London Transport have themselves proposed the use of a special ticket machine which, when the booking office is closed, will be switched on and will dispense minimum fare (5p) tickets and thus enable passengers to join the trains and pay the balance of the fare on arrival at their destination.

If they are not too busy objecting, it would be an excellent thing if those who do not like the LT proposals paused a moment to consider this simple, but fundamental fact - that while they are, in effect, protecting the bilker, they are also granting the honest travellers the somewhat doubtful privilege of paying higher fares to cover the estimated £5 million a year lost through travel not paid for.

Having made the above comments which endorse LT's attitude, it should be pointed out that for many years the Executive and its predecessors have adopted an attitude towards fare collection and the sale of tickets which has not done very much to make it easy to pay for one's journey. Many methods of fare collection which are accepted by other transport operators as sensible, normal or even essential to the smooth running of the system have been ignored in London - or if someone outside the organisation has suggested them, said to be impossible to operate. In this category may be cited books of tickets sold in advance at a discount (as are the RATP's carnets in Paris), through tickets for combined bus and Underground (or Underground and bus) trips; bus seasons, and bus interchange tickets. Admittedly, some of these methods would make the actual operation of fare collection a little more difficult, but they would make it much easier for the honest, farepaying, passenger to pay for his journey - which should, surely, be the prime consideration of any transport authority.

A more recent difficulty in payment which affects the Underground traveller is the side-effect of the automation of ticket issuance and collection; this has manifested itself mainly through the disappearance from many stations of change-giving machines, and in the proliferation of machines which will take one coin only. Similarly, the admittedly experimental note-changing machines seem to have been quietly withdrawn. What about it, LT?

FLEET LINE TUNNELLING COMMENCED

Major construction work on the Fleet Line was commenced during February. A £2 $\frac{1}{2}$ million contract has been awarded to Kinnear Moodie and Company Limited for the civil engineering work involved in driving and lining about half-a-mile of twin tube tunnels from a point near Admiralty Arch eastwards under the Strand to Aldwych, and work has already started.

The work includes platform tunnels for the Fleet Line at the combined Strand/Trafalgar Square Station, a thirty-foot diameter crossover tunnel west of the station, and tunnels east of the station to a point below the Strand/Lancaster Place road junction. These will be used initially as sidings but will eventually become part of the through Fleet Line route to the City and beyond when further stages of the new tube are authorised.

Also included in the contract, which will take about two-and-a-half years to complete, is the construction of a low-level concourse between the Fleet Line platforms at the Strand/Trafalgar Square station, with cross passages and two escalator shafts. One shaft will lead up to the landing at the bottom of the existing Trafalgar Square Bakerloo Line escalators, the other to a new intermediate concourse at Strand Northern Line station.

The first stage of the Fleet Line will run from Baker Street via Bond Street and Green Park to Trafalgar Square/Strand. North of Baker Street it will take over the 11-mile Stanmore branch of the Bakerloo Line and will give much-needed relief to the heavily-used trunk section of the Bakerloo through Central London, as well as enable the services to be increased on the Stanmore and Queen's Park branches of the existing Bakerloo Line.

On the first stage of the new line it will provide interchange facilities with seven existing Underground lines in its two-and-three-quarter miles length - at Strand/Trafalgar Square (Bakerloo and Northern), Baker Street (Bakerloo, Metropolitan and Circle), Bond Street (Central) and Green Park (Piccadilly and Victoria).

The Government has agreed to pay 75 per cent of the cost (£35 million at mid-1971 prices) of the Baker Street/Strand section, and the Greater London Council will pay the other 25 per cent.

Construction of the Admiralty Arch-Aldwych section of the new tube is being carried out from a site on the corner of Whitcomb Street and Pall Mall East, where two 100-ft temporary working shafts will be sunk.

It is expected that contracts for the tunnels on other sections between Baker Street and Admiralty Arch will be placed within the next few months, together with those for work at the stations.

'No nearer the truth but still interesting' Dept.

The fourth edition of Baedeker's Guide to London (1883) calls the Met station in Chapel St. 'Edgware Road'. Baedeker is usually quite good - typically German pedantic in detail. The terminus is called 'Tower of London', although regrettably he does not distinguish between the Met and District, and there is no mention of the Windsor service (perhaps the book went to press in the early part of the year).

In contrast, a New Revised edition of an English guide (to London) dated 1887 still shows the Circle terminating at Mansion House and Tower of London.

So there we are.

G. Jasieniecki

NEWS FLASHES

1082 Test borings commenced on Wednesday 9-2-1972 in Chaucer Street, Gateshead for the underground section of the new Tyneside Passenger Transport Executive's proposed line.

1083 Also on the same day, 9-2-1972, the Minister of Transport commenced the construction of the extension of the Liverpool underground railways by detonating an explosive charge.

1084 Sterling Guarantee Trust Limited appears to be entering the exhibition business in a big way; on 5-2-1972 it was announced that the company, which owns Gamages, had made a bid worth nearly £4½m for Earls Court and would work in close conjunction with the present management in formulating plans for the future use of the centre. The freehold of the site belongs to IIP and the exhibition company's lease restricts the use of the property to exhibition use, and it is understood that an attempt

is to be made, if the bid is successful, to get a new lease from LIT with revised terms relating to user. Within a few days, it was announced that Sterling had purchased a substantial holding (said to be about 18%) of Olympia shares from the McAlpine family.

1085 A collision occurred at Edgware Road on 26-1-1972 between two Bakerloo Line trains in public service. It occurred when one train was delayed in the platform by door faults, and it is believed that the following train although tripped rolled into its rear. A guard and a driver were slightly injured, but no passengers were hurt we understand.

1086 LIT posted notices at West Finchley early in January 1972 stating that the exit from the southbound platform, leading to Wentworth Avenue, would be closed permanently from Wednesday 19th January. A local outcry seems to have forced them to change their minds, as a few days later a 'postponed' sticker appeared on the posters. It has been suggested that the land giving access to this exit was given many years ago by the local builder in perpetuity for the purpose of providing a way out of the station, and this may have had something to do with the postponement. Any further information would be welcome.

1087 In addition to the Transportation Survey being conducted by the Greater London Council, LIT have been carrying out a survey on their own account during the five months commencing in January 1972. Passengers are being asked to state: the type of ticket used on the journey; the purpose of the journey; addresses travelled from and to; details of journey stages; details of changes. Every station is being visited for one day for giving out the forms, and the Underground has been divided into four zones. The cost of the survey is expected to be about £40,000 and is being conducted for LIT by a London firm of planning consultants.

1088 The building of the Blackfriars Bridgehead car park by the City of London (which was first planned in 1956 and is now about to be constructed) will entail the building of a temporary wall by Queen Victoria street at a cost of £85,000 to provide protection from the thrusts caused by the Underground trains passing near. The park will house just over 400 cars, will cost in all £1,030,300 and will form the substructure of the new government telecommunication centre.

1089 Modernisation of escalators is to take place at Oxford Circus, Charing Cross, Liverpool Street, Clapham Common and Clapham North. Including the work already in hand at Old Street on the escalators there, the total cost of this work will be about £850,000, and will be shared between London Transport and the Government. Most of the escalators being improved are 50 years old or more.

1090 The removal of several Metropolitan Line crossovers has escaped record in these pages - Lords, Harrow-on-the-Hill (south of the Marylebone platform) and Moor Park (controlled by a ground frame).

1091 A correspondent asks what is the least used platform on London Transport railways? Wembley Park has numbers 1 and 6, only used on sporting occasions, while Rickmansworth still has its short up bay, now used for shunting and storage purposes only. Are there any other ordinary platforms left usable but never used?

1092 The fact that there were advertisements on the platforms at Pimlico station when the Victoria Line Brixton extension was opened caused some comment, for, as the station will not be open for some considerable time it did not seem a very good investment for the poor advertiser! Some of these seem to have vanished since, and so have some of the tiled station motifs - for reasons unknown.

1093 For several months now, the station name signs at Sloane Square, on the eastbound platform only, have been in experimental colours - or one colour. The signs are in the normal bar and circle form, but the bar, instead of being in the usual blue, is in the same colour as the circle - and that appears to be more orange than the usual red. This choice of colour seems to be a very unfortunate one, as the station name is much more difficult to read from an incoming train than it would be on the usual blue background.

1094 Due to points trouble on Friday 19-11-1971, the services between Harrow-on-the-Hill and Moor Park were disrupted - and southbound Metropolitan and London Midland trains were diverted to run via Watford; surely a very unusual occurrence for LMR services now?

HEATHROW TUBE TUNNELLING CONTRACT PLACED

Construction of the second stage of the Piccadilly Line extension to Heathrow Airport is about to start, or will have started already when this appears in print. On the 21st December 1971, London Transport announced that they had placed a civil engineering contract worth about £2 $\frac{1}{4}$ million with John Mowlem & Co. Limited for the driving of twin tunnels about 1 $\frac{1}{4}$ miles long, from a point just west of Hatton Cross to the centre of the airport, including the construction of a crossover tunnel just east of the site for the station at Heathrow Central. Work was to start early in the New Year, i.e. 1972.

The 12ft 6in diameter tunnels will be driven through the London blue clay between 25 and 50 feet below the surface. The work is expected to take about 2 $\frac{1}{2}$ years, after which the track, signalling and other lineside equipment will be installed.

Work on the first stage - from Hounslow West to Hatton Cross - of the 3 $\frac{1}{2}$ mile airport link started in April; a civil engineering contract for the construction of Heathrow Central station has still to be let.

The cost of this extension is being met by London Transport (75%) and the Greater London Council (25%). When it is completed and the airport is connected with the Underground system, Piccadilly Line trains will serve Heathrow every four minutes in the peaks, every five minutes between the peaks on Mondays to Fridays, and every seven-and-a-half minutes at other times. Journey times from Heathrow to Gloucester Road will be thirty minutes, and to Hyde Park Corner 35 minutes.

A special motif, new to the Underground, will be used on the Piccadilly Line and its trains to call attention to the direct link with the airport. The motif - an aircraft silhouette - will be incorporated in the Heathrow destination blind on the front of trains and in the Heathrow destination platform indicators throughout the line. The motif is already being used on Underground maps displayed at stations.

The Society is following the construction of the Heathrow extension in some detail; one visit has been made already, involving a walk over the route, and others will follow.

NEW MOTORWAY BRIDGE

During November 1971, work on the new motorway bridge between Roding Valley and Chigwell stations on the Central Line, which London Transport is building on behalf of the Department of the Environment, moved into its first major phase.

The bridge, which will take the Central Line over the new M.11 motorway, is the first to be built by London Transport using hollow precast concrete segments, stressed together. This method of construction allows a slimmer bridge than would otherwise have been possible for the 152 ft span involved - the longest single span bridge on LT railways.

Prior to this new phase, preparations had been going on for several weeks, and in November work began on the erection of temporary steel piling at two points on the embankment. After completion of this stage in the New Year, work is going ahead on the bored piles which will eventually form part of the bridge abutments.

The existing embankments will remain in place between the abutments while the bridge - constructed of 30-ton hollow sections stressed together - is built alongside. Finally, in the autumn this year the embankment will be removed and the bridge rolled into place during one weekend closure of the Woodford-Hainault section of the Central Line.

The initial temporary piling work involved some night work, from November to mid-January, and an official of London Transport stated:

"We regret that the work will cause disturbance for some local residents, but every effort will be made to keep it to a minimum. We have arranged to do some of the work during the daytime - on Sundays, December 5, January 9, 16, 23 and 30, and February 6 - but we could not reduce the amount of night work any further without seriously delaying the programme. After mid-January almost all work will be done during the daytime".

On the Sundays during which piling took place, the line from Woodford to Hainault was to be closed, with a special bus service calling at all stations on the section except Roding Valley which is closed on Sundays. But it seems that the

operation proved more difficult, or at least more time-consuming than had been expected, for early in the New Year notices appeared at various stations throughout the LT system to the effect that the Woodford-Hainault section would be closed every day from the 8th to the 30th of January between the following times:

Weekdays	10.45 - 15.45
Saturdays	09.30 - 16.45
Sundays	09.30 - 23.00

Special bus services were once again to be supplied, and for the weekday services these were to serve Roding Valley also.

NEW DISTRICT LINE TIMETABLE IN FORCE

A new timetable was introduced on the District Line from Monday 7th February 1972.

There has been no change in the general pattern and frequency of the services provided, but, because fewer passengers are using the Wimbledon branchtrains before 06.15, the early morning service over this section has been reduced on weekdays by three trains between High Street Kensington and Putney Bridge and by one train from Earl's Court to Wimbledon.

In addition, the Saturday extension of the Wimbledon-Edgware Road service to Aldgate, via King's Cross, during two hours in the early afternoon, and between about 16.30 and 19.00 has been withdrawn (this service was the subject of an article by George P. Jasieniecki in the February issue - Vol 11 No 2 p 27 - "Aldgate via Edgware Road"). The Metropolitan (Hammersmith & City) and Circle Line trains, which run every four minutes over the Edgware Road-Liverpool Street section can carry the number of passengers now travelling between these two points.

The first train on weekdays from Parsons Green to Wimbledon is still the 05.14, but the Wimbledon service from stations beyond there starts with a departure from High Street Kensington at 05.30. Other trains to Wimbledon before 06.15 leave High Street Kensington at 05.51, 06.04 and 06.13. In the opposite direction, the first trains, 05.08 from Parsons Green and 05.13 from Wimbledon, continue, also the 05.32 and 05.50 ex Wimbledon, but the 06.02 from Wimbledon is replaced by altering the former

06.14 train from Putney Bridge to start instead from Wimbledon at 06.04.

A London Transport spokesman, in announcing the new timetable, explained that the number of passengers now using the early morning Wimbledon branch trains had ranged from none to thirty per train, so that the frequency of service provided by the old timetable could no longer be justified.

CAR PARK CHANGES AT NEWBURY PARK STATION

With effect from Sunday 28th November the standard coin-acceptance equipment and charges for Underground station car parks were introduced at Newbury Park on the Central Line.

The change was made to bring the system into line with that at other Underground station automatic car parks. Newbury Park was equipped with automatic barriers, operated by special tickets, in 1965, when experiments with various types of automatic control for London Transport car parks were being made. Since then, this equipment had been retained at the station, although a different system using coins or special tokens had been adopted as standard for the Underground.

The entrance and exit of cars at Newbury Park continues to be regulated by automatic barrier arms. As previously, there is no charge to enter the park and the barrier rises automatically as the car approaches, providing space is available. To leave the park a motorist places either a 10p coin or a special plastic token (five for 30p) in a slot of the exit barrier machine to lift the arm, instead of using a special ticket. The tokens, obtainable at the ticket office, are about the same size as a small postage stamp and about one-eighth of an inch thick. Because they are not dated they can be used at any time after purchase and at any Underground station car park fitted with this type of automatic control - if space is available of course.

Two other stations on the Hainault branch of the Central Line - Hainault and Redbridge - already had the token system installed before Newbury Park was switched over to this system.

IMPROVEMENTS AT OLD STREET

In the middle of December, as part of an £800,000 modernisation scheme for Underground Old Street station, used by more than seven million passengers a year, a new escalator was brought into use.

The escalator is needed to cater for the increasingly heavy use made of the station, following redevelopment of the area in recent years. The two existing escalators are to be modernised.

A new ticket hall, replacing buildings demolished as part of a Greater London Council major road improvement scheme, is already in use. It has subway connections to pavements at each corner of the new roundabout.

Work will begin shortly on further improvements to the station, including retiling and relighting the main Northern Line platforms, passages and staircases, fixing new signs, and fitting false ceilings.

The cost of this modernisation work is being shared between the London Transport Executive and the Greater London Council.

Old Street station is served by both the City and Highbury branches of the Northern Line. It will become a London Transport/British Rail interchange when, under the Great Northern electrification scheme, Eastern Region trains take over the Highbury branch to Moorgate.

To revert to the new escalator, it is a 15.5m (51 ft) vertical travel machine, and was installed by Marryat and Scott Limited, of Hounslow. It is the first escalator to be supplied by this company for a London Underground station, and also marks the first time London Transport has specified an alternative to its established pattern.

The new escalator runs at an angle of 30 degrees at 44m/min (or 145 ft/min), and provides a step width of 102 cm (40 in). Twin motor drive is used with a Warford Electrical Controller. It was delivered in five sections by Marryat and Scott engineers during two weekends.

REVIEWS

BOOKLETS AND PAMPHLETS

L.A. Thomson; By Bus, Tram and Coach in Walthamstow; 40 + xxiv pp in card covers, including 44 illustrations; 8 $\frac{1}{4}$ " x 5 $\frac{3}{4}$ "; Monograph (New Series) No. 11 of the Walthamstow Antiquarian Society; London, 1971; 50p.

A worthy companion to 'The Railway to Walthamstow and Chingford', already reviewed in these pages, this short work gives a concise history of public road transport in the Walthamstow area from the time in 1879 when a group of local businessmen proposed the incorporation of the first tramway in the district. The story is brought right up to the Spring of 1971, and includes details of the reshaping of the bus services introduced at the time of, and consequent upon the opening of the Victoria Line and Walthamstow Central Bus Station. A useful contribution to the history of transport in East London.

TM. Simmons; Railways - 2: the twentieth century; 52 pp in card covers, 5 $\frac{3}{4}$ " x 5 $\frac{3}{4}$ ", with 20 colour plates; A Science Museum Illustrated Booklet; Her Majesty's Stationery Office, 1969; 35p.

Following on the volume 1 - already reviewed in these pages - no.2 brings the story up to date. While devoted, as was its predecessor, to railways generally, it includes information on the City and South London locomotives built by Mather and Platt, on 1927 tube stock, and on the London, Tilbury & Southend Whitelegg Baltics, which sometimes used to haul the Ealing-Southend through trains .

Brian Bowers; R.E.B. Crompton - An account of his Electrical Work; 32 pp 8 $\frac{1}{4}$ " x 5 $\frac{1}{4}$ ", illustrated, in card covers; London, 1969; Her Majesty's Stationery Office; 12 $\frac{1}{2}$ p.

Rookes Evelyn Bell Crompton was born in 1845, and died at the age of 95 in 1940. One of the greatest of the early electrical engineers, he above all inventors was responsible for the introduction of a public electricity supply such as we have today. This booklet is a concise account of his work; Crompton's involvement with London underground railway work is hardly mentioned - just a brief reference is made to his having supplied the motors for the City and South London's locomotives - but nevertheless much useful background information is contained between the covers and the illustrations are interesting.

Arthur Ridding; S.Z. de Ferranti - A Brief Account of Some Aspects of his Work; 32 pp $8\frac{1}{4}$ " x $5\frac{1}{4}$ ", illustrated, in card covers; London, 1964; HMSO; $12\frac{1}{2}$ p.

A predecessor and companion volume to that reviewed immediately above, and there is much to be gained from reading the two together. Ferranti lived 1864-1930, so his whole life was within the times of Crompton, and their work was largely complementary within the electrical sphere, although Ferranti by no means confined himself to this particular field. He was a pioneer in developing the steam turbine, and worked for years also in the improvement of the cotton spinning industry in conjunction with E.S. Coats. Apart from a mention of wayleaves for mains cables on the District Railway, there is no reference to the Underground, but a fascinating story is told of the development of the distribution and generation of electricity in many parts of the world.

World List of Heavy Rapid Transit and Underground Railways; London, 1971; 7 pp 8 " x $6\frac{1}{2}$ " duplicated; Electric Transport Development Society; 5p in stamps, but see below.

A useful checklist of the rapid transit and underground systems of the world, extant, under construction and planned. The information is given in tabulated form, distances are given in miles, and the lines planned are divided into those which are definite and those which are at present only long term proposals. Recommended for its usefulness to rapid transit students.

Road and Rail Co-ordination in Urban Transport; Exeter, 1970; 8 pp 13 " x 8 ", duplicated; Electric Traction Development Society; free - see below.

A thoughtful and interesting report which covers its title subject adequately. Basically it presents a case for the better use of railways and closer co-ordination of road with rail services, together with better facilities for interchange and through fares from one form of transport to another. A great deal of commonsense, and many points are included in its pages, which, if applied in London would greatly ease the commuters' lot. The report is illustrated with a sketch plan of an urban public transport system drawn up on the basis of the report's recommendations.

The Future of Transport in London; London, 1971; 9 pp 13 " x 8 ", duplicated; Electric Transport Development Society; free - see below.

This report is the ETDS response to the Greater London Council's Green Paper "The Future of London Transport", but it is also complementary to the report reviewed above, in that it applies the principles in the earlier report to the present problems in London. Once again much good sense is evident; attention is drawn to two cross-London railways which carry no passenger services - the West London Line and the Snow Hill connection across the Thames at Blackfriars. Other points are the serious lack of co-ordination, and the useless continuance of duplication of bus and train services; the need to extend the Bakerloo Line to Camberwell with an intermediate station at Walworth and duplicate entrances at each station; and the need to substantially increase the co-ordination of BR and LT services. Once again it can be said that the report is well thought out and useful - in fact it is a pity that the GLC has not, so far, taken much notice of the recommendations.

Note Any or all of the three ETDS publications reviewed above may be obtained by writing to Electric Transport Development Society, 37 Wellesley Road, Ilford, Greater London, enclosing an envelope, at least 9" x 6" in size and stamped 4p, self-addressed. The last two items are free, but the World List costs 5p in stamps. If all three items are ordered, they will still be covered by the basic postal rate and can be sent in one envelope. The Honorary Secretary of the ETDS does issue a warning in that the publications can only be sent out "while stocks last".

OFFICIAL REPORTS

The Preservation of Technological Material; Report and Recommendations of the Standing Commission on Museums and Galleries; London, 1971; Her Majesty's Stationery Office; 36 $\frac{1}{2}$ p.

This is an important document which, if its proposals are adopted, could set the pattern for government help to Industrial Archaeology for years. It is the result of a request made to the Standing Commission in January 1970 by the Minister with Special Responsibility for the Arts, when a Working Party was set up under the chairmanship of The Earl of Halsbury. This is not the place to give a

lengthy account of the Party's deliberations, nor of its findings, but basically it recommends an annual grant-in-aid of £200,000 to be paid by the Government to the Science Museum, to be administered by the Museum with the advice of an Advisory Committee. The complete range of industry and its "remains" is covered - not only machinery, but also buildings, written records, photographs, films and sound recordings. It is interesting to note that, although the Working Party did not take evidence from the Transport Trust it came to one conclusion which the Trust's experience has proved correct time and again - it is not difficult to raise private money to save an attractive relic, but almost impossible to generate the same interest in providing the accomodation needed for those relics.

After the way the Clapham Museum has been handled in the past few years, and the totally wrong decision insisted on by two successive Governments, there will be many who will seriously doubt the safety of relics handled by the Department of Education and Science, but at least, if the Party's suggestions are adopted there will be £200,000 per annum coming into the Industrial Archaeology world, which it cannot be denied will be extremely useful.

LETTER TO THE EDITOR

27 January 1972

Sir,

I recently had an opportunity to look at some of the photographs of former directors of the Underground group, displayed in room 390 at 55 Broadway. In a couple of instances the lists of directorships held include references to the Union Surplus Lands Co., and Earl's Court Grounds Ltd.

I should be grateful for information on the activities of these two companies and their connection with the Underground group. I imagine that the first company was linked with the Union Construction and Finance Co. Ltd, and that both companies were, in modern jargon, 'hived off' on the formation of the L.P.T.B. in 1933.

Yours faithfully,

4 Sudbury Croft,
Wembley,
Middlesex,
HAO 2QW.

Richard Graham

ADVERTISEMENT

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One only London Underground Railways Official Hand Map, Linen Covered, 1927 Issue, Good Condition. Size 5" x 2" closed, 5" x 6" open. Showing many original stations now closed. Offers by 31st March to D.H. Strange, "Cotswolds", Frog Lane, Frocester, Glos, GL10 3TQ.

SOCIETY NOTICES

Officers The Society President for 1972/73 will be our old friend, one of the founders of the Society, Joe Brook Smith, and we are very pleased to welcome the very well-known transport author and lecturer Charles F. Klapper, F.C.I.T., F.R.G.S., as Vice-President for the year. Also, due to a printing error in the February issue, no mention was made when the changes in office holders were announced, of the fact that Bob Greenaway, who has such an excellent record as our Acting Sales Manager for the past many months, has agreed to take the job of selling for us on a permanent basis and has been confirmed in office as Sales Manager - a difficult job in which Bob has already proved himself. Bob will remain as our Modelling Secretary also - at least for the present.

THE TIMETABLE

15.00 Saturday 4th March Stand at the London Anniversary Film Show and Exhibition of The 'O' Gauge Tram Group. At the Abbey Community Centre, 29 Marsham Street, Westminster, London, S.W.1.- admission 20p adults, 10p children. The Film Show commences at 18.00 and the special feature will be colour films of prewar London trams and buses, with a full supporting programme. Refreshments will be available.

19.00 for 19.15 Friday 10th March at Hammersmith Town Hall; An Illustrated Lecture entitled 'Underground Works between the Wars' will be given by Sir Harold Harding, B.Sc., FCGI, DIC, FICE. The Chairman of The British Tunnelling Society, Sir Harold is one of the country's most eminent tunnelling engineers, and the Society is extremely fortunate in having him as a speaker, so a full house is expected.

19.00 for 19.15 Friday 14th April at Hammersmith Town Hall there will be an IIT Film Show - details next month.

Apologies are extended to those members who booked for the visit to Upminster Depot - a statement will appear in April.