UNDERGROUND

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BRITISH TRANSPORT HISTORICAL RECORDS

Although official announcements have not been seen, it is reported that the Public Records Office took over the administration of the British Transport Historical Records Office as from 1st April 1972.

Reports have also been received from more than one source to the effect that the Public Records Office do not want much of the material now housed in the BT Records Office in Porchester Road, and that a great deal of this material will not be taken to the new building at Kew when this is opened. The reason given is that much of the material is not strictly records as defined by the PRO - their definition being, quite correctly, original documents.

Now, while not wishing to criticise the Record Office definition, it must be pointed out that the additional material kept at Porchester Road has proved over the years to have been extremely useful to students. For example, bound volumes of transport magazines can often fill in the background to original documents - and do it with considerable authority. There is no valid excuse for disintegrating the transport records as they now exist; the desire to do so is merely another example of the compulsion to throw their weight about from which all Civil Servants suffer, and which always asserts itself with particular virulence when they get their hands on something which has been previously handled by others.

The almost certain destruction of the Clapham Collection by Lord Eccles and his Department should serve as an awful warning, at the same time indicating that transport enthusiasts are not popular in official circles. It will be necessary for all students using the transport records from now on to be on their guard, and to act as soon as there is the slightest sign of tampering with the collection.

It is hoped that anyone having any complaints about the handling of the records (whether members of TLURS or not) will let the Editor know, and if it is felt that the complaint is a justified one, the Society will take up the matter in the appropriate quarters.

THE GLC AND LONDON'S RAIL TRANSPORT

P.R. Davis

Now that the Greater London Council has direct responsibility for the London Transport Executive, meetings of the GLC quite frequently have much of interest to the Underground enthusiast. While this has been at least hinted at in these pages on a number of occasions since the takeover, there would seem to be justification for taking just one meeting of the Council and reporting all the items of Underground interest which arose thereat. The meeting selected for this purpose is that held on the 7th March 1972, and what follows is a brief account of the proceedings relevant to our interests.

Question 18 was asked by Mr. Alec Grant, and referred to the article in the Evening News of 9th February - which reported British Rail as threatening to raise fares, reduce services and close several stations in the Lewisham and New Cross area, if and when the Fleet Line is extended to Lewisham. The questioner wanted to know if the Council would tell British Rail that it would use its powers under s.25 of the Transport (London) Act 1969 to oppose such closures, and that the purpose of building the Fleet Line is to improve public transport in London, not to make it worse.

Mr. Horace Cutler, Chairman of the Policy and Resources Committee, to whom the question had been addressed, replied to the effect that he had seen the article and had also seen a copy of the written evidence submitted by British Rail to the Greater London development plan inquiry referred to in the article and in addition the oral evidence they gave. The details then given to the Council were to the effect that BR were not threatening anything and that in referring to the Fleet Line they had said that they would not wish to be thought to be trying to force on their own initiative a decision on the final alignment of the line one way or another. It was pointed out by Mr. Cutler that the Secretary of State for the Environment (and this had been reported to the Council on 5th October 1971) had stated in approving the grant for the Fleet Line as far as Trafalgar Square/Strand, that it would not

be right to consider the case for grant for the whole of the Fleet Line until the outcome of the study of the future of Dockland was known.

Mr. Cutler then indicated that the termination of the Fleet Line at Lewisham could not be taken as a foregone conclusion, and said that he was not prepared to tell BR that the Council would use its powers under s.25.

Having dealt with this question, and two unimportant supplementaries, the next question was also addressed to Mr. Cutler and referred to an article in the Evening Standard of 22nd February on the North London Line. Mr. Alan Hardy asked if any additional information could be given, to which Mr. Cutler replied that there was no proposal by British Rail to withdraw passenger services on the line, and there was no present intention to close it notwithstanding its current annual loss in excess of £300,000 a year. BR had, however, pointed out that with government subsidy for the line ending in December 1972 or early 1973, they must reserve their position to the extent that if at that time such a service was a heavy loss maker they would have to consider its future.

The second of two supplementaries was asked by Mr. Ellis Hillman, who wanted to know "Would the Chairman not agree that his answers to questions at previous Council meetings on the failure of the Majority Party to give any assurances about the Rainham-Upminster line (sic) and the Epping-Ongar line do tend to support the rather wild speculation going on about the Broad Street line?" Mr. Cutler did not agree!

Finally, the last item on the Agenda was the calling of a motion reading "That in view of the urgency of the social and industrial revitalization of south-east London, the Policy and Resources Committee do report on the steps to be taken to secure the necessary legislation and government authority to commence construction of the Lewisham-Strand section of the Fleet Line at the earliest possible date".

As the motion only called for a report, it was passed without debate under the Council's standing orders.

This was a typical GLC meeting, and the notes above give a fair idea of the items of Underground interest which crop up regularly at these meetings. Items concerned with LT buses are also frequently on the Agenda, as well as many other items covering transport and roads, and some meetings - such as those dealing with

the LT budget or capital expenditure proposals - are largely devoted to LT matters. At least, now that the Greater London Council is responsible for London Transport, the affairs of the Executive are much more public than they were when LT was an appendage of central government.

It is a pity that, so far, the GLC has not come out strongly enough in favour of public transport as against a vastly more expensive road 'improvement' programme, but this is, perhaps, a situation which may well be improved in time. It may well be brought about by force of circumstances eventually, as the ever-increasing traffic becomes its own witness to the futility of trying to cater for the private motorist in the metropolis.

EPPING-ONGAR LINE DECISION

On 13th April 1972 the very encouraging news was announced that the Epping-Ongar section of the Central Line would not be closed.

London Transport formally proposed the closure in July 1970, so that an independent inquiry could be held, and in due course the Transport Users' Consultative Committee for London held the inquiry, and made their report - which was strongly against the closure. On this report the Secretary of State for the Environment has refused closure because of potential hardship to users.

LT has pointed out that the Government had power under the Transport (London) Act 1969, if closure was refused, to pay a grant to the Executive in respect of losses involved in the continued operation of the line.

When announcing the Secretary of State's decision, an LT spokesman said that the Executive would now be applying to the Department of the Environment for the grant to meet the losses - about £100,000 a year - "which otherwise have to be met by passengers on other parts of the Underground".

The refusal of permission to close this line is encouraging as a sign of an awakening to the vital necessity of even fairly lightly-used lines to keep Londoners mobile. It may also forestall any moves to close other sections of the LT system, about which rumours have been rife for some considerable time now. There is no part of the present LT system which can be sacrificed without considerable inconvenience to quite a lot of people, and there must be no more closures.

MATTERS TECHNICAL
No. 1
H.C. Lynes

Every time there is a gathering of Society members, for whatever reason, questions on technical matters invariably arise, and unless someone with the correct answer happens to be there, the query is often left unanswered. From time to time letters appear in the Journal which ask questions, and occasionally, articles or letters which answer them. However there are, no doubt, many members who have difficulty in finding specific information on technical subjects, so this article is the first of a new series which it is hoped will solve some of your problems in this respect.

The theme of Matters Technical No. 1 is trainstops and tripcocks. I chose this because I was shown some correspondence on the subject which indicated that neither of the members concerned knew very much about them, and although they are covered in various books on the Underground, details of some interesting features are almost always left out.

The first trainstops to appear on the Underground were installed as part of the original signalling system on the Ealing and South Harrow line, opened in June 1903. Then, as now, the trainstop arm, located just outside the right hand running rail, was raised when the signal showed a danger aspect, and if a train attempted to pass that signal, the trainstop arm came into contact with the tripcock on the train, which was normally fixed to the right hand positive shoebeam. Thus the tripcock was knocked from its usual vertical position to the horizontal, and the compressed air in the brake pipe of the train suddenly escaped, to give an emergency application of the brakes.

This system was applied to the whole of the District when it was electrified, and to the Bakerloo, Hampstead and Piccadilly tube lines when they were opened. The Metropolitan gradually introduced it over their electrified lines from about 1908, and it is now standard over all lines upon which L.T. passenger trains run, with the exception of the Victoria line, which has a substitute system built into the automatic train control equipment.

The trainstop is operated by a combination of compressed air and spring pressure, according to the aspect of the associated

signal. If the signal is cleared, a supply of air at about 60 lbs p.s.i. is taken from the mains supply (normally contained in a silver coloured pipe at the trackside) and fed into a small cylinder, the piston of which is connected to the trainstop arm. This arm is pushed down, and will remain held down by the air pressure until the signal returns to danger. At this point, the air is exhausted from the cylinder, and a spring pushes the trainstop arm back to the vertical (danger) position. Now, any train which attempts to pass the signal will have its tripcook operated, i.e. it will be 'tripped'.

A number of safety features are built into trainstops which ensure that, in the event of a failure of any kind, safety will always be guaranteed. One of these is that should the air supply fail for any reason, the spring in the trainstop will hold the arm up even if the signal has cleared. This gives rise to the curious phenomenon known as a 'dual aspect' - red and green showing together on the same signal. It is caused because the red light will not be extinguished until the trainstop arm has lowered correctly, even if all other conditions have allowed the green aspect to be shown. If you happen to be in the right place at the right time, you can sometimes see this happening momentarily under normal conditions. You must be looking at the signal as it changes from red to green, so that you see red, red and green, followed by the hiss of air entering the trainstop cylinder, and then the green itself after the trainstop has lowered. The red and green together only lasts as long as it takes the air to push down the trainstop arm, and it only occurs on a few signals.

Another safety feature of the trainstop is that if the arm itself becomes broken off, or if it fails to come up when the signal shows red, thus making it impossible for a train to be tripped, at least one, sometimes more of the signals to the rear will be held at danger. In this way, the section protected by the offending trainstop will still be protected, but by another signal further back.

Trainstops can only function usefully if their counterpart on the train, the tripcock, is provided, and all L.T. trains have tripcocks, even the 1967 Tube Stock of the Victoria Line, which has them in case it is necessary to work over non-automatic lines.

e.g. when moving to and from Acton Works. The tripcock itself consists of an arm (the part which comes into contact with the raised trainstop) connected to a valve in the brake pipe of the train, as we saw earlier. If the tripcock is operated, the arm can be reset to its vertical position by means of a rope, brought forward to the headstock so that it can be reached easily by the driver. On surface stock, this rope is just outside the front cab door so that the driver can reach it without having to get onto the track.

The tripcock too has its special safety features; the most important being the control circuit governor, an air operated switch in the control circuit, which prevents the train from being moved forward unless the tripcock is operative, and there is sufficient air in the braking system to stop the train. In addition, selected stations on each line are equipped with 'tripcock testers' which detect that the tripcock arm is not broken or twisted. The tester is normally located about three-quarters of the way in the platform and consists of a U-shaped gauge and ramp. If the tripcock arm is in its correct position it will pass through the gauge and depress the ramp. As the ramp is depressed a light - usually blue or white and located near the starting signal, and which was illuminated as the train approached the platform - will now switch off telling the driver that all is correct. If the train is tripped by the gauge, or the light fails to go out, the driver knows at once that the tripcock has failed the test.

Tripcocks are fitted to all cars with a driver's cab, on the offside positive shoebeam. Taking an eight-car train of 1962 Tube Stock as an example, there will be four tripcocks on the train, one at each end and two in the middle. If we look at one four-car unit, we will see a tripcock at each end; at opposite 'corners' of the unit. Naturally, the one at the leading end will be operative, as it is on the same side as the trainstops on the track. But suppose the train has to be run over a line which can be worked in either direction, such as the platform roads at a terminal station. As the train approaches the platforms, the starting signal, which the driver cannot see as it is facing the wrong way, will be at danger, and its trainstop raised. This trainstop is on the wrong side for

the leading tripcock as the train runs into the platform, but it is on the same side as the rear tripcock (which will become the leading tripcock when the crew have changed ends and the train departs in the opposite direction). If precautions were not taken, every train would have its rear tripcock operated by this trainstop as its last car passed the signal. To prevent this happening, a special track circuit is installed so that the offending trainstop is lowered as the train approaches, and remains down until the last car has passed it.

So far I have only dealt with one four-car unit, but most trains are composed of two, or even three units. These, of course, will have tripcocks where two units are coupled; what prevents these from being operated? Simple; on most stocks these tripcocks are automatically cut out by the action of the automatic coupler, as the units are coupled. When uncoupling takes place, they are reinstated, again automatically. In the days before fully automatic coupling (Q Stock, Standard Stock etc.) tripcocks had to be isolated by hand whenever driving cars were marshalled in the midd le of trains. Whilst on the subject of 'those were the days', it is worth relating an operation which sometimes took place during the early years.

The procedure in question was part of the famous 'stop and proceed' rule (55), when a driver was authorised to pass a signal at danger under certain conditions. In order to avoid tripping the train, the guard had to fetch a special spanner from the toolbox, fit it to a nut on the trainstop, and hold down the arm against the spring while the driver moved the train slowly past. This operation was rather dangerous for the poor guard on the District where it was practised, as he had to stand between the two running lines and avoid being run down as well! Needless to say this method was abandoned after a short time, and the present system adopted whereby the driver moving under Rule 55 will be tripped, and then reset the tripcock himself before proceeding slowly forward.

Tripcocks have come a long way since the days of the old 'plug' type, which were little more than a turncock in a pipe, and they are now very sophisticated devices with all kinds of gadgets to ensure rapid and precise operation. Trainstops are also much

more up to date, the most common being the type in which all the apparatus is housed in a box, but there are some where the operating cylinder, and spring, can be seen separately, and which are connected to the arm by rodding.

Most of the things I have described can be seen with ease on the Underground, so next time you are out and about have a look, it's surprising how many interesting things can be seen by the casual observer on a station platform. Recommended station - Charing Cross, District; it has tripcock testers, signals actually in the platform, and even a 'wrong road' signal (Westbound platform).

So much for this month; the contents of future articles is up to you. Letters should be addressed to me at:

44 Glebe Road, Ashtead, Surrey.

Let me know whether you found this article too technical, about right, or too simple, and suggestions on any subjects you would like to know more about will be welcomed. Don't leave it to someone else to write - put pen to paper now. All letters will be answered. I am now awaiting the sight of the postman staggering up the path under the weight of your letters!

BAKERLOO/FLEET LINES INTERCHANGE AT BAKER STREET

Some confusion seems to have arisen in the minds of students as to the precise arrangement of interchange facilities at Baker Street after the Fleet Line has been built; this is partly due to apparent discrepancies between published reports which have appeared in two of our contemporaries.

The matter has been raised with London Transport, and their reply clears up the situation very satisfactorily. They point out that the conflict between the sketch plan which appeared in Modern Railways and the description which was published in the London Transport Magazine is more apparent than real, the answer lying partly in the slightly misleading phrase "same-level cross-platform" used in the London Transport Magazine, and partly in the fact that the Modern Railways plan suggests that everything is on the same level.

In fact, the existing Bakerloo platforms are at different levels, with the northbound being higher than the southbound. The new platform will be at a higher level than the present southbound platforms, but at the same level as the existing northbound one.

When the new layout is complete, the northbound trains will use the two outer platforms at the higher level, and the southbound services will use the two inner, lower level, platforms, Subways will join the two outer platforms, passing over the two centre platforms, thus giving "same-level" - but not strictly "cross-platform" - interchange between the two northbound services. The two southbound services will, as stated above, use the two centre platforms, which will also be connected by short subways, giving "same-level" interchange in that direction as well.

EXPERIMENTAL TUNNEL DRIVE AT NEW CROSS

The National Research Development Council is backing London Transport financially for an experiment in use of a new machine capable of boring tunnels in water-bearing soils.

The machine is known as a bentonite shield, and could save the expensive and time-consuming method now used for boring such tunnels - chemical consolidation. It could also make the use of compressed air unnecessary when constructing tunnels in such ground - a great advantage.

A constantly circulating bentonite mix in a sealed chamber supports the working face; excavation is by a normal rotary digger working within the sealed chamber, and the spoil is pumped to the surface in slurry form.

Bentonite is a form of clay with thixotropic properties. It becomes fluid when stirred but reverts to a jelly form when the stirring ceases.

The experimental tunnel will be about 600 feet in length and will be constructed at Milton Court Road, just to the north of New Cross station, and could eventually be incorporated in the Fleet Line. Work is going on now at the site, but the actual experiments using bentonite have not yet commenced. It is understood that it may be some time before the results of the experiment are fully evaluated and can be published.

REVIEWS

Books

Roger Crumbleholme (Editor); Steam 72 - The Official A.R.P.S. Year Book & Steam Guide 1972; 140pp 8½" x 5¾", profusely illustrated with photographs and diagrammatic maps; Stafford, 1972; Haraton Limited, 65p.

This already well-known annual publication is without doubt the best yet; it has more pages, more information and more pictures than any of its predecessors, and is very well produced in an illustrated limp card cover. The editor has endeavoured to include every preserved railway locomotive and vehicle in the country, and seems to have been pretty successful in his endeavours. The book is arranged in geographical regions - each area having a section to itself, and here arises the most serious criticism that can be made of an excellent production. Each entry has a serial number, but the index provided is quite useless, because it is arranged in numerical order of entries in the body of the book and not in alphabetical order. This means it is almost as easy to find an entry by looking through the book as it is to refer to the index. Each entry gives details of the site concerned, be it museum, preservation centre or private establishment, and news of events during the past year. A very useful book to have handy.

R.H.G. Thomas; London's First Railway - The London & Greenwich; 270pp 8½" x 5½" + 16pp plates, and illustrations in the text; stiff binding with illustrated dust jacket; London, 1972; B.T. Batsford; £3.60.

The standard of Ronald Thomas' work will be well known to many members already, as will his style of humour, either through his University of London Extrmural lectures or his writings in railway journals over the years. He is also, of course, the London Secretary of the Railway and Canal Historical Society.

The author's reputation alone should ensure that this definitive history of London's first railway receives the attention it deserves, but should there be any uncertainty, your reviewer has no hesitation at all in recommending this extremely well written book as the record of the L&GR company, from the earliest days, through building and opening of the viaduct - all intricately described with many quotations from contemporary newspapers, pamphlets etc to add life to the details ascertained from original sources - to the

later operation and development under the South Eastern and its successors. Separate chapters describe the stations, signalling, locomotives (including the 0-2-0s designed by the Earl of Dundonald and considered not to be successful) and carriages, and the book is very well illustrated with over sixty prints, photographs, maps and plans.

O.S. Nock; Britain's Railways at War 1939-1945; 9¼" x 6¼"; 224pp + 48pp half-tone illustrations with line drawings and maps in text; Ian Allan; London, 1971; £3.50.

This book traces the impact of the Second World War on the railway system of the country from the earliest days of preparation in 1937 to the aftermath ten years later. Mr. Nock gives a detailed and well-illustrated account of the difficulties and hazards that had to be faced and some of the devious measures that were adopted to ensure survival.

Lengthy accounts are given of the floodgate installations and similar protective works at certain of the central London tube stations in 1938-9 and a chapter is devoted to the subsequent use of tube stations and tunnels as air raid shelters.

Of particular interest is the Railway Executive Committee's war-time accommodation in the disused Down Street Station. This is described at some length, including one illustration and three pages of drawings.

Poster and Map Reproductions

Plaistow Pictorial -(see accompanying sheet for details)

The three early UndergrounD posters and the LCC Tramway poster are somewhat smaller than the originals, but are well produced on good quality paper in authentic colours.

The 1912 LGOC Bus map is on heavy polished paper and has some minor printing defects, suggestive of a faulty original, but the 1924 version on a somewhat lighter paper is sharp and clear. The LCC Tramways map and the 1933 Bus map are well printed on a paper similar to the original and they both take on a convincing appearance when folded.

When supplied by post the prints are suitably packed in a robust card tube which is closed at both ends.

LETTERS TO THE EDITOR

18 March 1972

Sir,

LT Metric

With further reference to this matter.

The kilometre posts appear to be based from zero at Ongar thence via Mile End and the District Line to Uxbridge. Upminster is 12 km from Mile End hence the 12 km post at that place. The distances on the Met Line from Baker Street to Rayners Lane are apparently based on Rayners Lane, calculated by the method given above, diminishing towards Baker Street, The distances on the posts on this section are therefore a few kilometres in excess of the direct distances from Ongar or Mile End by the north side of the Circle Line.

167, Cornwall Road, H.V. Borley
Ruislip, HA4 6AE.

27 March 1972

Dear Sir,

I belong to the Qainton Railway Society and am jointly responsible for restoring 0-4-4 tank L44, ex Metropolitan No. 1.

Peter Clarke (Chairman of the QRS - Editor) has referred me to you for any references relevant to this locomotive, as I am compiling a history for the Society.

I have a few dates and basic quantitive data, and I am hopeful that the London Underground Society, through yourself, may be able to help further.

Yours sincerely,

97, Hornhill Road, Maple Cross, Bob Randall
Rickmansworth, WD3 2TG

Anyone with information on the histroy of this engine would help greatly by sending to the Editor, who will collate all information received and forward it to Mr. Randall.

31-03-72

Dear Sir,

At Norwich Thorpe B.R. station they have been selling cross London Underground tickets for at least the last six years, and it could easily be longer; these tickets are only sold to other

main line termini; what would happen if you tried to get off at other stations with the same fare from Liverpool Street I do not know.

This facility is very useful as when the main line trains get in at Liverpool Street there is often a long queue at the London Transport booking offices.

Yours faithfully,

Flat 4, 6, Highfield Hill,
London, SE19 3PS.

E. Picketts

NEWS FLASHES

1106 At 17.30 Saturday 25-3-1972 the train indicator on the westbound District/Circle platform was showing first, second and third trains as Circle Line. Is this a record?

1107 British Rail, Southern Region are proposing to withdraw all services between West Croydon and Wimbledon, which will involve the closure of five intermediate stations.

1108 Automatic entry gates will probably be installed during this year at Waterloo, Trafalgar Square, Notting Hill Gate, Earl's Court, Holborn and High Street Kensington, at a cost of £430,000. New types of gate equipment are to be tried, including a Japanese multifare ticket machine and gate.

1109 The first of the new 7-car trains for the Northern Line arrived at West Ruislip from Metro-Cammell, Birmingham early this year. After the traction equipment has been installed, the trains, to be delivered at the rate of about one every ten days will be tested and put into service gradually. The first train will be exhaustively tested for about four months before entering public service.

1110 Ref NF 1098. The complaint to The Times about the condition of Camden Town station platforms had an immediate effect. Within ten days the platforms had been cleared except for a few ladders on platform 2.

1111 Litton Revenue Control Systems have supplied equipment for ticket issuing to the Glasgow BR suburban stations which work on the stored journey principle, operated by multi-journey tickets. Surely an idea for LT to follow up?

1112 The section of Oxford Street between New Bond Street and James Street was closed for four days over Easter for preliminary work to be carried out in connection with the rebuilding of Bond Street station. The station was closed to passengers.

1113 The first section of the Munich Underground - the 6 km of Line 6 from Freimann to Goetheplatz was opened on 19-10-1971.
1114 A survey on working conditions is being conducted amongst LT trainmen by an American industrial relations organisation.
1115 All COP Stock trains on the District Line are to be turned so that the 53xxx (A cars), which now face East, will face West as other stocks. Work on this started on 26-3-1972.
1116 A correspondent has pointed out that when LT started their kilometre measurements from Ongar it was not known if the Epping-Ongar section would be closed. If it had been, LT would probably have been unique in that they would have been the only railway measuring all distances from somewhere not on the system.
1117 A minor accident to an empty stock train occurred at Rayners Lane on 9-11-1971 (Tuesday). The train, the 07.28 overshot in the siding prior to going into service. The leading car was derailed, and the driver's cab was badly damaged but the driver escaped injury. Trains normally reversing at Rayners Lane were reversed temporarily at South Harrow while the derailed car was cleared. No other cars were damaged.
1118 On several recent Sundays (e.g. 13-2-1972) Metropolitan Line services have been suspended for most of the day between Finchley Road and Baker Street, for engineering work above the railway at Lords. Trains reversed on the crossover at Swiss Cottage. An unusual result of this operation was that three out of four Uxbridge trains left from Platform 3 at Finchley Road, regaining the Metropolitan Road via the rarely used crossover north of West Hampstead.
1119 NF 1078 reminded a correspondent of a conversation with an LT ratcatcher, when he mentioned that his duties had taken him as far afield as Folkestone - site of a home for retired employees.
1120 Bakerloo motor car 10067 was observed at Neasdon Depot on 4-2-1972 with the whole of its cab removed - one of the cars in the Edgware Road collision.
1121 A train of LT cars was observed passing Swindon at 19.40 on 17-2-1972 and taking the Gloucester Line. The runners were branded "return to West Ruislip" so presumably the train originated from there. The cars were:
08076-4379-08035-08013-4323-4204-4319-4264-4311.
1122 The panel inquiring into the Greater London development plan, led by Mr. Frank Layfield, QC has been inspecting methods used on the continent for improving public transport. These include the arrangement in Hamburgwhereby a bus terminus controller regulates the departure of buses from bus-rail interchange points by watching passenger flows from the railway platforms on a tv screen.

SOCIETY NOTICES

Stand Stewards Below, in The Timetable, will be found an announcement about the Stand which the Society is taking at the Expo Steam to be held in Battersea Park. This stand is to be manned for almost twelve hours a day for three consecutive days - which means that it is impossible for the usual sales and exhibition team to cope without help. It is hoped to arrange a rota which will mean that no one will be asked to man the stand for more than 5 hours over the three days - but this will depend on how many volunteers can be conscripted - if you see what we mean! Offers of help will be most welcome, and should be addressed to R.J. Greenaway, 203 Popes Lane, Ealing, London, W.5. Please state which day - Friday 12, Saturday 13 or Sunday 14 May you can manage, also which part of the day suits you best.

THE TIMETABLE

12.00-21.00 Friday-Sunday 12-14 May Stand at Expo Steam, Battersea Park. This will be the biggest steam rally ever held in London, with over a hundred road engines etc., some from abroad, six fairground organs and a number of other attractions rarely seen in the metropolis. Car Parking facilities are to be provided, Refreshments will be available and there will be licensed bars open. Admission will cost 25p for adults, 10p for children.

19.00 for 19.15 Friday 12th May at Hammersmith Town Hall; Signalling - Victoria Line; an Illustrated Talk by Mr. M.W. Heaton, Design Engineer, Chief Signal Engineer's Department, London Transport. This is the first occasion the Society has had a talk from the LT Signals Department, and an interesting evening is assured.

Friday 9th June 19.00 for 19.15 at Hammersmith Town Hall; An Illustrated Talk by R.V.H. Benson on The Kensington Canal.

Saturday 10th June An afternoon Visit to Tower Bridge, which has only a very slight Underground connection, but has played an important part in London's travel for almost 80 years. The engines are steam and are threatened by intended conversion. Names to R.J. Greenaway, 203 Popes Lane, Ealing, London, W.5.

Saturday 17th June Visit to the Northern City Line. Names to S.E. Jones, 113, Wandle Road, Morden, Surrey, as soon as possible.

When booking for either of the above visits, please enclose a first class stamped addressed envelope

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