

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

No. 126

Volume 11 No. 6

June 1972

LT's 1971 REPORT

The Report of the London Transport Executive for 1971, published on the 11th May, in general is a slightly more encouraging document than some of the reports for some recent years - although there are still plenty of problems referred to in its pages.

The financial target set for the Executive by the Greater London Council was met, and after the transfer of £2m to general reserve, £0.33m was carried forward to 1972.

One of the biggest problems is, as ever, the money needed to run the system, and on this subject the report states that the Executive's duty is to do its utmost to run the best public transport system that can be achieved within the policy set down for it as in the Transport (London) Act 1969 and by the Greater London Council.

Actually, the railways are still doing quite nicely, showing a surplus for the year of £7,212,000, but this was somewhat depleted by the appalling lack of financial success of the buses, road services turning in a deficit of £6,552,000 - leaving a combined profit of only £660,000. All of which makes one wonder why more is not done to encourage the floating commuter, and the occasional traveller as well, to travel by Underground at all times in preference to using the buses. A really determined attempt along these lines might be successful enough to allow some bus services to be reduced drastically or even abolished - particularly those which parallel Underground services anyway .

The report is very well presented, with a number of colour illustrations, maps and diagrams, and it gives a number of interesting facts about the future development

and improvement of the Underground system.

One rather disturbing, though perhaps minor, point is the illustrations in the report of experimental designs and colour schemes for stations. In some ways these schemes have quite a lot to be said for them, but the presentation of the station names appears to leave a lot to be desired. It is understood also (though not recorded in the report) that it is the intention to change the bullseye to a roundel of slightly different proportions which will be as those which appeared at Sloane Square a few months ago and which were then referred to in the Journal. Presumably this means that the roundels will be appearing red on white with white lettering. As remarked before, these signs are very much less legible than the present one where the bar is blue to provide a good solid background for the white name to stand out from. If the one colour is intended, it will not be an improvement - quite the reverse. The Sloane Square signs were very dull when compared with those in two colours on the other platform. Is the real reason economy (assuming that one-colour signs are cheaper than two-colour ones) or is it just change for change's sake to enable the designers to justify their existence? It would be nice to know.

THE BILKING SAGA - NEXT INSTALMENT

Thinking that it was only fair that both sides of the story should be heard, the Editor sent copies of the March and April Journals to Mr. Ronald M. Bell, QC, MP, who was known to be one of the principal opponents of the clause in the LT Bill which provided for minimum and on-the-spot fines for travelling without a ticket. Mr. Bell's comments were invited, and he has been kind enough to reply in some detail, and his letter is now reproduced in full:

5th May 1972

Dear Mr. Davis,

Thank you for your letter. I was indeed one who objected to that clause in the London Transport Bill. It would have made liable to a discretionary fixed penalty anyone who knowingly travelled on the Underground either without having paid his fare or beyond the station to which he had paid it. That would be an absurd situation because it often happens that one changes one's mind about the end

of one's journey while one is travelling, or even from habit books for one's usual destination when one is in fact not going there. Also one may easily travel inadvertently beyond the proper station and although that would not be "knowingly" how is the passenger to prove that it was forgetfulness? There are also the frequent occasions when either ticket offices are completely unmanned (as indeed before the last trains they usually are), or there is an enormous queue and no machine working, or else one has no change. I do not believe that London Transport could make provision to ensure that there was always an adequate facility for buying a ticket or getting an authority to travel. Undoubtedly London Transport, like every other business undertaking, loses some money from bad debts. That does not mean that no price is too high to pay for reducing the amount so lost.

Yours sincerely,

House of Commons,
London, SW1A 0AA.

Ronald M. Bell.

This letter reveals one point about which LT kept very quiet in their press notice on the subject. They gave no hint that the provisions they were seeking covered a penalty for travelling beyond the destination booked to - reference was only made to travelling without a ticket at all. It is obvious, as Mr. Bell says, that such a provision could give rise to an absurd situation. It should never have been thought of, let alone written into a Bill, so it is not really so surprising that Parliament insisted on the clause being removed. But something decisive ought to be done to cut down on fraudulent travel; greater enthusiasm on the part of staff examining tickets when entering stations is one way to improve matters; it is still very easy to walk past the barrier without being challenged at many stations, despite the fact that there has been a slight tightening up in recent months.

It will be interesting to see in due course what is proposed in the next LT Bill, as presumably the Executive will try again next year.

THE BR INDUSTRIAL DISPUTE AND IIT

The recent so-called work to rule on British Railways has had only a minimal effect on London Transport services up to the time of writing, although it has increased IIT traffic considerably.

IIT pay agreements normally follow those of BR, and there were threats at one stage that industrial action would be taken if the Executive did not come to a settlement with the Unions, but this was averted by IIT stating that they would pay the new rates as agreed by BR with effect from 1st May.

Some IIT services have been affected because of the lack of BR staff to man stations and signal-boxes, so that there have been times when there has been no service between Turnham Green and Richmond, on the Wimbledon line and to Watford Junction. An interesting situation arose on the Upminster section of the District Line on Sunday 14th May, when BR was completely closed for the day. All this line is under IIT control, but the stations at Barking and Upminster are still BR controlled; so, for that day, District Line services did not go beyond Upminster Bridge and trains ran through Barking (perhaps the most important station on that section of the District!) without stopping.

Considerable annoyance, or worse, has been caused by the refusal of IIT to honour BR tickets on the Underground as an alternative route while BR has been malfunctioning. This is a facility which is nearly always granted when there is any sort of breakdown, but Industrial Action is evidently rather a different proposition. It was suspected from the start that Union threats played a part in the decision, and the proverbial cat was let out of the equally proverbial bag by a ticket collector at a station on the Upminster line of the District. When a passenger-victim commented on paying a wholly unjustified excess fare that it was robbery, the very friendly reply from the collector was "I agree with you entirely, sir, it's disgraceful, but if they did not make you pay they would call us out and then you would have no trains at all". The first "they", obviously referred to IIT, whereas the second one meant the unions. Which raises an interesting point; does this not verge on sympathetic action which is now illegal?

BOND STREET STATION RECONSTRUCTION STARTED

The major work of rebuilding and extending Bond Street station commenced in April, under a contract worth £2 $\frac{1}{2}$ m awarded to Balfour Beatty & Co. Limited for the civil engineering work involved in enlarging the ticket hall and excavating two new escalator shafts, plus the station tunnels and a new lower concourse for the Fleet Line.

Although the impending arrival of the Fleet Line has been the spur to get this work under way, it would have been necessary to improve the station in any case, to alleviate the overcrowding which has occurred for years at peak traffic times for shoppers and commuters.

The ticket hall is being enlarged to three times its present size, and there will be two additional entrances - one on the north side of Oxford Street - and the new hall is designed to cope with the expected increase in passengers from 12m to 20m a year after the opening of the Fleet Line.

Two more escalators, making four in all, are to be built from street level to an enlarged lower concourse, which will have an additional subway link with the Central Line platforms, while three more new escalators will lead down to the Fleet Line platform level.

A temporary steel umbrella bridge, similar to that erected at Oxford Circus for the building of the new station booking hall there in conjunction with the construction of the Victoria Line, is to be built during the Late Summer Bank Holiday, and this will allow work to continue on the ticket hall without interrupting road traffic above. In the meantime work has been started from working shafts off Davies Street and Marylebone Lane. Also, the area was closed to traffic during the whole of Easter so that preliminary work could be done in driving the piles which will support the umbrella; these go down almost 50 feet, and are of concrete encased in steel tubes.

The consulting engineers for this work are Mott Hay and Anderson, and it is being carried out under the direction of the Chief Civil Engineer to London Transport; it is expected that the work will be completed by 1977.

HIGH BARNET RAILWAY CENTENARY

The Northern Line to High Barnet celebrated the centenary of the opening of its tracks to passengers a month or two ago, but it was not part of the Underground system then.

One hundred years ago on the 1st April 1872 the first Great Northern Railway steam trains climbed up from King's Cross and Finsbury Park to High Barnet, opening a rail link which, in various forms, has served Barnet ever since.

In those days, the town, with a population of 3400, was served by 23 trains a day - made up of small, four-wheeled coaches hauled by tank locomotives - but now 139 seven-car tube trains are needed daily to serve the town's vastly increased population.

The four-mile branch from Finchley and Hendon (now Finchley Central) to High Barnet, with its original intermediate stations at Totteridge (renamed Totteridge and Whetstone in 1874) and Torrington Park, Woodside (renamed Woodside Park in 1882) encouraged people to live out of London and there was much building along the line.

The services continued to be steam-hauled for many years. The London and North Eastern Railway took over from the Great Northern in 1923 and the LNER trains were supplemented by those of the London Midland and Scottish Railway (carrying on from the North London Railway) between High Barnet and Broad Street. In 1933 the LNER opened an additional station at West Finchley.

The 1930s saw the greatest changes during the life of the line, when proposals were made and implemented to electrify the line and transfer it to London Transport.

In due course the tube trains rose from their tunnels at East Finchley to join the former steam tracks, and the Barnet branch became part of the London Underground network in April 1940 - the Northern Line trains commencing to run on the 14th of that month.

The beginning of the second century of public service will see another, though less spectacular change, as new Northern Line trains will start coming into service later in 1972, as part of the modernisation programme for the line.

LETTER TO THE EDITOR

4 April 1972

Dear Sir,

I fear that some interesting points have escaped publication in the Journal.

1. Late last year, Piccadilly Line unit: 1303, 2302, 1302 was noted running eastbound, late one night. The point being that among the rather shabby Piccadilly Line maps were some very NEW Central Line maps, spread evenly along the unit. Car 1303 alone sported 3 Central Line maps and 4 Central Line "bullseyes". The passengers seemed extremely puzzled!

2. The site of London Transport's first programme machine installation (Kennington), until recently had a large plate glass window at the front so passengers could marvel at the wonders inside. There was also a large notice saying "The Automatic Mind". Just recently, however, the glass has been removed and the window bricked up.

3. Further to News Flash 1090, the following additional crossovers have been removed:

- | | |
|---|-------------|
| 1. Barbican No. 32 Crossover
No. 22 Siding | 13 Nov 1971 |
| 2. Amersham No. 39 Crossover | 13 Nov 1971 |
| 3. West Ruislip No. 35 Crossover
No. 36 Crossover | 19 Feb 1972 |
| 4. Moorgate (temporarily only)
No. 14 Crossover
No. 5 Engine Spur | 11 Mar 1972 |
| 5. West Brompton Crossover | 28 Aug 1971 |
| 6. Amersham No. 33 Crossover
No. 38 Crossover | 12 Jun 1971 |
| 7. Whitechapel No. 15 Crossover | 18 Dec 1971 |
| 8. Piccadilly Circus (Bakerloo) Facing Crossover | |

Yours faithfully,

33 West Avenue,
Hendon, NW4 2LL

M.A.C. Horne.

REVIEWS

Books

Pinner and Hatch End WEA Local History Group; Harrow before your time; 80 pp $9\frac{3}{4}$ " x $7\frac{1}{4}$ ", in illustrated and coloured limp card covers, with maps, plans, drawings and photographs in text, also a bibliography; Harrow, 1972; published by the Group; 40p.

This short book is the product of the members of a University of London Extra Mural tutorial class arranged in Harrow by the local WEA. This means that in the main the authors (who all remain anonymous) are amateurs, both as writers and as historians. Do not let this deter you; to some extent the book is patchy because people have written about what has interested them, and it could not be called a history of the London Borough of Harrow by any stretch of the imagination. But it is not meant to be a history; what is intended is an evocation of times past in one small area of what was Middlesex countryside and is now Greater London suburbia. In this it succeeds admirably, and the personal reminiscences, snatches of history and notes of inhabitants long since gone can be read and enjoyed even if one is not a local resident.

There is a chapter on the London and Birmingham Railway, but references to the Underground lines in the Borough are but scant, and are scattered over a number of chapters. It is unlikely that the Underground enthusiast will learn very much about the system from this book, but he will learn a great deal about the people it came to serve and the ways in which the railways transformed them and their lives.

A most enjoyable little book which can be recommended to all except those whose interest in railways does not extend beyond the buffer stops.

Railway Accident Report; Report on the Accident that occurred on 4th May 1971 at Tooting Broadway. 8pp 13 " x $8\frac{1}{4}$ ", with plans of the track layout and signalling at Kennington and Tooting Broadway. Price 16p. Her Majesty's Stationery Office.

This is a report of the Inquiry into the accident that occurred at about 19.40 on 4th May 1971, when a 7-car 1938 stock train collided with the tunnel end wall of the Tooting Broadway reversing siding. The driver could not be released from the wreckage before

01.10 the next day, and died before reaching hospital. The train was very severely damaged, and the first two cars had to be cut up in situ. The siding was not restored for service until 2nd June 1971. The Inspecting Officer recalled a similar, though less serious, accident at the same spot on 6th October 1960.

The siding lies between the two running tunnels, and the entrance leaves the main line at about 39 feet beyond the end of the southbound platform at Tooting Broadway. About 330 feet from the platform are the points for the connection from the northbound tunnel, and the siding then continues for about 380 feet to the beginning of the sand drag, which is 33 feet long, and terminates at the concrete end wall of the tunnel. Access to the siding is controlled by a disc shunting signal, and there are eight amber lights at 50 feet intervals along the offside tunnel wall. There is a red electric stop light a few feet into the sand drag. The 1938 stock train was 370 feet long over buffers, and the three-car unit was leading.

The driver was 56 years old, and had driven for 9 years. Evidence was given that he spoke to the Relief Station Foreman at Tooting Broadway before proceeding to the siding, and that a science fiction book was found after the accident on the floor of the cab, folded back as if it had been read in one hand.

Mr. J.G. Bruce gave evidence that, in his estimation, the train was travelling at about 30 m.p.h. when it hit the tunnel wall. The brakes on the rear 4-car unit were working normally, and the undamaged parts of the brakes on the 3-car unit were also satisfactory.

The Inspecting Officer thinks it highly likely that the driver put the controller into the full parallel position as soon as he left the platform, and did not apply the brakes. It was unlikely that he had a blackout, and the cause of the accident may have been that the driver thought he was in the 1428 feet Kennington siding, or that he was reading a book whilst driving.

As a result of the accident, London Transport were installing a timing section just beyond the trailing points from the exit road, controlling a special subsidiary signal and train stop half-way along the siding. This would ensure that a train leaving the station at full power would be tripped and would come to a stand at the sand-drag.

As usual, there is a wealth of subsidiary detail about operating practices, which makes the report valuable for the Underground student.

Magazine Articles

Transport In London; in "Time Out", Issue 110, dated March 24-30 1972; 10p.

That somewhat offbeat journal, Time Out, carries as its main feature in the issue quoted above a ten-page appraisal of the London transport scene. Based on an all-out attack on the Greater London Council for its motorway policy, and not entirely accurate in every assertion made, it is nevertheless a very useful contribution to the problem and not by any means entirely negative. In fact, taken as a whole the review presented of the situation is a great deal more accurate than some appearing in "stuffier" publications.

As an appreciation of the role which should be played in the future by public transport it can hardly be faulted, and the conclusions come to are much the same as have been expressed in these pages a number of times in the past - that, somehow or other, London must be saved from the GLC and its wildly extravagant motorways.

STRAND STATION RECONSTRUCTION

The proposals of the London Transport Executive for the reconstruction of Strand station have been approved by the Greater London Council. The station is now used by 10m passengers a year, and is the only remaining Underground deep level station serving so many people that is served solely by lifts, and it is expected that usage will more than double when the Fleet Line opens.

The planned rebuilding entails the removal of the existing lifts, enlargement of the ticket hall and provision of three escalators to a lower concourse which will be linked to existing subways giving on to stairs down to the Northern Line platforms. Improvements are to be made to the subways beneath the forecourt of Charing Cross BR station, and the new Fleet Line platforms, which will be on a lower level than the Northern Line, will be linked to the lower concourse by a second flight of escalators.

To enable the work to be carried out the present Villiers Street entrance to the station will have to be closed for the first

eighteen months of the contract, followed by complete closure of the station for the next two-and-a-half years.

Methods of linking the station subways to others to be provided by Westminster City Council are being studied by that Council and the GLC in consultation with the LTF. These Council subways will connect the station to Covent Garden and Duncannon Street.

The cost of the LTF work is estimated at £3m, of which £2,860,000 is, for works and £140,000 for property, and LTF proposes that this should be allocated as £1,900,000 to the Fleet Line and £1,100,000 to the Northern Line. All of this expenditure is recoverable by LTF from grants, and these will apportion as follows:

	Government Grant	GLC Grant	Total
	£	£	£
Fleet Line	1,430,000	470,000	1,900,000
Northern Line	550,000	550,000	1,100,000
	<u>1,980,000</u>	<u>1,020,000</u>	<u>3,000,000</u>

These proposals do not appear to make any provision for linking Strand station with Trafalgar Square station on the Bakerloo Line, which is an inherent part of the Fleet Line plans; presumably this will be included in reconstruction proposals for Trafalgar square in due course.

One interesting point is that an alternative scheme was considered, which would have involved the renewal of the present lifts and the installation of two more to cope with the extra traffic from the Fleet Line - but that Line's platforms would still have been served from the lower concourse by escalators. This alternative would have meant the extension of the booking hall under the Strand and the acquisition of another working site north of the Strand - which would have required new parliamentary moves and could have delayed the Fleet Line opening by as much as a year. Although the scheme was £250,000 cheaper than the one adopted, it was, not surprisingly rejected. What is surprising is that it was considered at all; it does not take a great deal of imagination to visualise the rush-hour chaos which would have been created by escalators from the Fleet Line feeding passengers to a bank of intermediate lifts.

NEWS FLASHES

1123 Sir Richard Way, Chairman of LPT, has suggested that a second fare rise is likely during 1972, but because of the uncertainty over the outcome of the wages dispute, it was not possible to predict the size of the increase.

1124 The Chairman of the GLC Policy and Resources Committee has suggested that battery-powered buses should be used in London at peak periods, and that the batteries should be recharged at night using spare power from the Underground generating stations.

1125 Sterling Guarantee Trust, who have just purchased the Earls Court company, are planning to develop the whole area at a cost of about £50m, through a company it will form in which Town and City Properties will have 60% holding. The plans include, as well as the 17-acre exhibition site, the development of the 15 acres owned and occupied by London Transport - i.e. Lille Bridge Depot. LPT own the freehold of the exhibition site also.

1126 Food for thought. It has been pointed out that a double track railway, whether main line or suburban, takes an overall width of 27 feet. An equivalent road (i.e. one to take the same number of travellers) requires, depending on whether it is a motorway or city street from 450 to 700 feet in width.

1127 The industrial dispute on British Rail has provided an excellent example of the impossibility of making provision for everyone travelling to work in London by private transport. Despite the fact that a lot of people stayed at home when the trains were not running, traffic conditions in London were impossible. London Transport reported that buses were running an hour or more late.

1128 Cheap Day Return Tickets, giving discounts of between $12\frac{1}{2}$ and 22 per cent have been available on all parts of the Underground since 26-3-1972. Usable at any time after 10.00 Mondays to Fridays and all day on Saturdays, Sundays and Bank Holidays, they will be available for all journeys where the ordinary single fare is 20p or more, and the scale is:

Cheap Day Return	Equivalent Ordinary Return
35p	40p
40p	50p
50p	60p
55p	70p
65p	80p
70p	90p
80p	£1

Children under 14 will pay half the adult cheap fare, with any $\frac{1}{2}$ p being rounded up to the next whole penny.

The tickets will be available for use on BR trains between Upminster and Fenchurch Street, between Marylebone and Amersham (except between 16.40 and 18.30 Mondays to Fridays) and between Queen's Park and Watford Junction.

1129 Automatic Control was installed at Ickenham station car park recently and came into operation on Sunday 30-4-1972.

1130 On Sundays 30-4-1972 and 7-5-1972 the Metropolitan Line service between Baker Street and Wembley Park was suspended for most of the day. Trains reversed via the flyunder at Wembley Park. The reason for this disruption is suggested by a correspondent to have been the relaying of a section of the northbound road south of Wembley Park, and he goes on to suggest that it might have been possible to run a nearly normal service by diverting northbound trains via Neasden Depot and the flyunder. Presumably the snag would have been that the depot lines are not fully signalled for passenger service.

1131 A curious and not readily explicable feature of the LMR timetable introduced on 1-5-1972 is that two of the three morning trains to Moorgate now pass King's Cross L1 without stopping, as does one of the three corresponding down trains in the evening. Perhaps one of BR's less subtle moves (for which they are famous) to make the service uneconomic?

1132 Before the decision to keep the Epping-Ongar line open was announced, a small group of enthusiasts was studying the possibility of buying the line for a preservation project, considering it suitable because of its proximity to London and its association with both the Great Eastern Railway and London Transport Railways.

1133 A correspondent to The Times, asking why Pimlico station should not be called Tate Gallery instead, has set off a long correspondence which has gone off into the origins of the name Pimlico and now has absolutely no connection with the subject of the original letter!

1134 The track has been lifted on the Alexandra Park line between the bridge north of Finsbury Park and Stroud Green and Crouch End stations.

1135 Steam generation of power by L1 ceased in February 1972 when the last of the coal-fired steam boilers at Greenwich Power Station was tripped out of use.

1136 Jan Hildreth is leaving the London Transport Executive to join Laings construction group.

SOCIETY NOTICES

POSTAL AUCTION Our old friend Eddie Shaw has very generously presented to the Society four volumes from his collection of railway books to be auctioned for the benefit of Society funds.

The volumes are:

1. Great Western Railway, Telegraph Department; Rules and Regulations; November 1878.
2. Great Western Railway; Rules and Regulations; 1891; including Appendix containing New and Altered Rules to come into force 1st July 1894.
3. Metropolitan Railway; Rules for Observance by Employees; 1st January 1933; complete with London Passenger Transport Board and London Transport Executive Supplements 1-16 (i.e. up to that which came into force 1st October 1948).
4. London Transport Executive; Rules for Observance by Employees; 1933, reprint of 1955 including Supplements 1-16; and with Supplement No. 1 (1st July 1956).

All are in excellent condition considering their respective ages and all the bindings are sound.

Bids should be sent to the Editor at 62 Billet Lane, Hornchurch, Essex. Rm11 1XA to reach him by 30th June, and all books must be bid for seperately - i.e. do not lump two or three books together and make one bid for the lot.

The highest bid for each book will be accepted, and only successful bidders will be notified.

SOCIETY TIES The response to the note in the April issue of the Journal about Society ties was only quite small; the number of ties likely to be sold if a new supply was to be obtained would be too small to justify the amount of money which would have to be expended on an order big enough to keep the price of each tie within reasonable bounds. There will not be any new supply available yet under the circumstances, but perhaps in another year or two another attempt will be made to obtain orders.

URGENT - INFORMATION WANTED The Society has been asked if it can supply anything which will help to illustrate a BBC TV documentary programme on the development of London along the Metropolitan Line. All kinds of suitable relics are being sought, such as badges, tickets, door handles, and so on. Any member who has such items in his own collection and would be willing to lend them for the purpose of this programme is asked to send a list of the items to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA as soon as possible. Photographs are also needed, and a note of any relevant ones should be sent to the Editor also, but the question of copyright may affect use of these - so any list of photos should also indicate who holds the copyright.

RETURN TO STEAM As a constituent Society Member of the Consultative Panel for the Preservation of British Transport Relics, the Society has been asked to publicise the Steam Tours being arranged under the experimental programme for 1972. The success or otherwise of this series will determine whether British Rail will allow this type of tour to continue in 1973 or later. The first batch of tours is this month (June), and as time is short for booking, full details are given where available - but although requested from one organiser some two weeks before going to press, the information wanted has not arrived in time to print - which seems to indicate some lack of enterprise.

Saturday June 10th Tours based on Birmingham, believed to be organised by the Standard Gauge Steam Trust, Tyseley, and to be running over the Hereford Line. No further details to hand.

Saturday 17th June - Steam Safari

1. Depart St. Pancras approximately 07.40 - St. Albans-Leicester-Newcastle; Newcastle-Carlisle; Carlisle-St. Pancras.

2. Depart St. Pancras approximately 08.30 - Luton-Bedford-Kettering-Derby-Carlisle; Carlisle-Newcastle; Newcastle-York-Sheffield-Derby-St. Pancras.

The steam-hauled section of these trips are underlined above; the locomotive will be 4498 Sir Nigel Gresley. Fares - from London etc. £5-50; from Leicester and Derby £4-75; children under 14 £4 irrespective of starting point; first class will be an additional £1-50 on basic fare. Meals will be available at 66p each, if booked, and each train will have a buffet car. At a basic cost of £5-50 for 668 miles, these trains give good value for money. Passengers may also use their tickets to travel from Birmingham to

join the train at Leicester, or from Nottingham to join the train at Derby at no extra charge. Further details and booking form from T.L. Burton, A4 Locomotive Society, 50 Parkland Crescent, Leeds 6, telephone 0532 681923.

THE TIMETABLE

19.00 for 19.15 Friday 9th June at Hammersmith Town Hall; an Illustrated Talk on "The Kensington Canal" by R.V.H. Benson. The bed of this canal is now occupied largely by the West London Extension Railway, and an absorbing talk on the prehistory of the railway is promised.

15.00 Saturday 10th June. Visit to Tower Bridge; this visit is limited in numbers and restricted to those over 16. Names, accompanied by a first class stamped addressed envelope, to R.J. Greenaway, 203 Popes Lane, Ealing, London, W.5.

10.00 Saturday 17th June. Visit to the Northern Line - Highbury Branch (better-known as the Northern City Line); this is the line which will cease to be LIT property if and when the Kings Cross BR suburban electrification is completed. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first class stamped addressed envelope.

10.30 Saturday 8th July. Another Heathrow Airport Extension Walk; meet on the platform at Hounslow Central, proceed by train to Hounslow West, then walk to Heathrow to view the progress on the extension of the Piccadilly Line since the last walk. No booking necessary.

19.00 for 19.15 Friday 14th July at Hammersmith Town Hall; a Preservation Evening and Display of Relics from the Society Collection; arranged by Chris Gooch - Curator of Historical Relics.

Sunday 16th July. Metropolitan Electric Locomotives Brake Van Tour; details as the inset to the May Journal - but this tour is believed to be fully booked at the time of going to press; it is possible that another one will be run, however, so any interested reader should write to Met Tour, 62 Langley Road, Staines, Middlesex. Profits will go to TLURS Q Stock Preservation Fund.

Wednesday 26th July. Visit to Upminster Depot, London Transport; names, accompanied by a first class stamped addressed envelope, to S.E. Jones, 113 Wandle Road, Morden, Surrey.
