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THE LONDON UNDERGROUND RAILWAY SOCIETY**

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**BRIGHTER PROSPECTS FOR PUBLIC TRANSPORT**

During the past few weeks there have been several fresh indications that at last the supporters of public transport have succeeded in making their collective voice heard.

Perhaps the most significant statement for the long-term future of London was that by Sir Reginald Goodwin, Leader of the Opposition on the Greater London Council. Speaking at an election meeting in Wandsworth on the 14th June, Sir Reginald announced that the Labour Party, if it gained control of the GLC at the elections in April 1973, will try to stop the London Ringway plan. Bearing in mind that the Plan was first introduced by a Labour controlled GLC in 1967, it is clear that a complete reversal of policy has occurred in one of the main political parties. This is good news indeed, particularly as Sir Reginald linked with it the intention to develop public transport, cut down private cars and attempt to disperse traffic entering London.

Then, on the 26th June, while speaking in the House of Commons during a debate on the Piccadilly, Covent Garden and other development schemes, Mr.Peter Walker, Secretary of State for the Environment, stated that a total approach to the problems of transportation in London and other major centres was needed along with a substantial improvement in public transport. He went on to say that the present system of specific grants had resulted in fragmented investment, and he was anxious to develop a new system of Government financing of transport systems as a whole, and suggested that this might be by way of block grants to cover specific areas rather than individual schemes.

Also on 26th June, the Minister for Transport Industries, Mr.John Peyton, announced further grants of £18m to BR and LT towards the improvement of London commuter services. This sum represents 75% of the cost of 111 new four-car

sets for the Southern Region of BR, and 65 new trains plus rehabilitation cost of 34 older for London Transport. These last would be for the Bakerloo, Circle, Metropolitan and Northern Lines. Mr. Peyton said that these latest grants brought up the total commitment of the Government towards improving rail travel in London and the south-east to £90m in the past year - a far higher level of Government support for public transport than ever before.

All of which is very encouraging, and see also p.116.

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### STATION IMPROVEMENTS

Improvements at two LT stations have made news recently, one a new scheme just starting, the other completion of an alteration which has been taking place over the past two years.

In mid-April LT publicised a £530,000 programme which was about to commence at Archway on the Northern Line, and which will also take about two years. This falls into two quite distinct parts - draught relief and modernisation of the ticket hall. The first of these involves opening up a disused lift shaft close to the Junction Road entrance and the construction of a tunnel, 140 feet in length to connect the bottom of the shaft with the roof of the northbound platform tunnel. This will allow some of the air displaced by approaching trains to pass through the new tunnel and so reduce the air movement through the station subways and escalator shafts. The cost will be £170,000.

Towards the end of the year, the building of a new ticket hall will commence. This will be partially incorporated in a fifteen-storey office block now being built above the station. This new hall will cost £360,000, but all but £50,000 of this sum will be borne by the developer - Star (Great Britain) Holdings Limited.

Then, at Bromley-by-Bow the improvements were completed and the new ticket hall opened on Sunday 11th June. The work has been in progress since 1970 and comprises, in addition to the new ticket hall, which is on a raft over the tracks, a new footbridge and staircases, general improvements to the appearance of the platforms, and a new canopy over the westbound platform. The temporary booking office was closed on June 11 when the new buildings in St. Leonard's Street were brought into use. All the work has been done in conjunction with a road widening scheme of the

Greater London Council, and the cost of the booking hall, plus the raft on which it is built is being met by GLC grants. The total cost of the alterations is £220,000, the contractors for the civil engineering work were John Cochrane and Sons Limited, while the station building and general finishing work were carried out by E.Orpin and Son Limited.

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### NEW POWER CONTROL SYSTEM

A new electric power control system, useful on all types of railway but particularly so for underground systems, has been developed by the Japanese Hitachi organisation. Known as the Thyristor Regenerative Chopper Control system, it is based on a solid-state design principle, and is already in use on at least one subway system - that of the Teito Rapid Transit Authority's Chiyoda Line in Tokyo.

Basically, the system is one which feeds back all surplus power produced by the motors of a train to other trains in operation on the system which may be needing power, or to the substation itself. This excess energy, which is always present, in a normal system of control is converted into thermal energy by heat-building resistors and dissipated in the form of heat - thereby causing a rise in temperature in tunnels and on station platforms on underground lines. Also, of course, there is a considerable wastage of power, and thus of money. Other advantages claimed for the new system are the usual ones associated with solid-state circuitry - the reliability and unit-life of equipment are greatly increased, while maintenance costs are said to be dramatically reduced.

It is believed that the advantages of thyristor chopper control have been generally known for some time to exist in theory, but no serious attempts have been made until recently to make practical use of them because of certain difficulties caused by the system's interference with communications systems and similar types of equipment. Hitachi claim that their recent research work has eliminated these problems.

Incidentally, but as might have been expected with such a system, during braking the traction motors act as generators, thus feeding more current back to the substation and further decreasing the cost of power.

## FARES INCREASES PRUNED BY GLC

At its July meeting, the Policy and Resources Committee of the GLC considered the fares increases proposed by LT, and listed in the Journal last month. The Committee did not approve the proposed increases, although it admitted that LT needed the estimated £10m a year which the increases would produce. Having admitted this, the Committee then reduced the proposed changes, so that the sum produced would be about £4.7m, by altering the suggested bus fares, introducing a new off-peak maximum bus fare from 20p to 12p, and, on the Underground, cutting the suggested increase in season tickets from 20% average to 10% average.

This means that the GLC is considering how to fill the gap of £5.3m. Mr. Horace Cutler, Chairman of the Policy and Resources Committee said that it was time the public was given a break from the wages-prices spiral, but that the money London Transport needed had to come from somewhere. There were four possibilities: an all-round fares increase; a cut in services; government aid; and a contribution from the rates.

Mr. Cutler said that the first of these had just been ruled out by his Committee; that a cut in services was totally unacceptable; that pressure was being kept up for government aid, and that a white paper would be prepared by the GLC in due course setting out a strategic policy for London Transport and its finances.

It was further said that services which did not pay must be looked into by the Council in conjunction with the borough and county councils concerned and consider the case for keeping these services - not merely on financial grounds, but for environmental and amenity reasons.

The mere fact that the GLC is prepared to even mention the possibility of a contribution from the rates to finance revenue expenditure is revolutionary almost - the present administration having always opposed most strenuously any rate assistance for LT's current expenses. This could be the first admission of a complete change of attitude towards London's public transport - and, if so, is to be most heartily welcomed.

## ANOTHER THREATENED LONDON RAILWAY CLOSURE

Hard upon the heels of the decision of the Minister for Transport Industries that the Epping-Ongar line must be kept open comes the announcement of another closure proposal for the London area.

This time it is a British Railways line, not London Transport - that between Wimbledon and West Croydon in the Southern Region of BR. An inquiry was held under the usual procedure in Wimbledon on the 5th July, and there were 164 objectors to the proposals.

Mr. Michael Mann, QC, represented the local authorities involved (Merton, Sutton and Croydon) and users' associations, and challenged BR's claim that the line was insufficiently used to make it economic.

It was stated that most of the passengers would have the time taken for their journeys lengthened considerably - some by almost half an hour, and that about half of those would have to pay more in addition. London Transport in giving evidence admitted that there was no certainty that they would be able to carry the additional passengers brought to them by the closure of the line, and it was claimed by other witnesses that a survey taken in Merton had shown that only 11 per cent of the line's passengers were car owners.

Other complaints were that a group of people living in Beddington Lane would have to walk 600 yards across Mitcham Common to catch a bus if the line closed; that a number of girls and women had been attacked on the Common, and that a number of those affected were pensioners for whom such a long walk was a definite hardship. Other objectors stated that it would be extremely difficult for schoolchildren to get to their schools without the railway.

The piece-de-resistance of the Inquiry however, was the statement made on behalf of the British Railways Board to the effect that the Board had no statutory, moral or financial responsibility to provide alternative services! Could this, perhaps, be another way of BR admitting that it is irresponsible?

In the changing climate for public transport, the outcome of this Inquiry will be very interesting.

## MOTIVE POWER OBITUARY SECTION

1

## DEATH OF A LOCO

Wednesday 9th November 1960 saw the beginning of the end for L53, the former Met Railway 0-6-OST built for shunting work by Picketts in 1897.

First of all the saddletank was cut up; this work took three days; the cab had by this time been reduced to half height. The boiler lagging was removed on Saturday morning to enable work to start on the boiler itself on Monday 14th; this cutting up took until Thursday when only the firebox, frames, wheels and half a cab remained. Saturday, and the remaining half of the cab had gone and the front and back sections of the frames were cut off.

Cutting up continued and Tuesday 22nd saw the front wheels and a section of the frames separated from the rest of the loco. This piece was cut up into smaller sections the following day, and by the end of the week only the firebox and trailing wheels were left.

Monday 28th saw the final remains cut up and taken away. A loco had gone; this was just one of the locos cut up behind the steam shed at Neasden. In less than three weeks a couple of men reduced a part of over sixty years of Neasden's landscape to nothing more than scrap metal.

C.H.Gooch

2

## EPITAPH

Fifty years of service are now finally through,  
 For on the eleventh of April nineteen seventy two,  
 Met loco number one, "John Lyon", a locomotive so fine,  
 Was moved from Neasden Shed twenty six road for the very last time.

The inexcusable ignominy of bug one's illustrious life  
 Was to be towed by a diesel - the final stab of the knife -  
 To its resting place, where it now stands nostalgic but dead  
 As it awaits the cutter's flame outside Neasden Steam Shed.

J.B. 18.4.1972  
 Neasden

LETTERS TO THE EDITOR

Dear Sir,

17.5.72

According to a recent newspaper report the Heathrow Extension could and should be extended another three miles to Colnbrook (near Slough).

The reason for this (so far as I can make out) is that plans are being drawn up for a £100,000,000 Eurocentre south of Heathrow Airport. Visitors from abroad could book accommodation at the Centre and travel by tube to it. The companies behind this somewhat expensive project, Tarmac and Richard Costain (Contractors) said that if the Centre was built the companies would be prepared to meet the cost of the tube extension.

Whether L.T. consider this plan or not we shall have to wait and see.

Yours faithfully,

85 Clitterhouse Road,  
London, NW2 1DL

J.C.Clarke

Dear Sir,

19 June 1972

I thought that members of the Society would be interested to know that there was an incident on the Hammersmith and City Line which resulted in delay to trains today.

Shortly before 13.30 the signal immediately west of Royal Oak on the Eastbound track failed; the first train to arrive at it was unable to pass until just before 13.55, at which time all three trains waiting passed in quick succession, leaving Royal Oak at 13.56, 13.58 and 14.01.

Also, between a quarter to and twenty-five past two there was only one Westbound train, which left Royal Oak at about two o'clock. There had been no further Eastbound trains and staff announced that there would be no more trains for some time, and cleared the platform of passengers.

I understand that H&C Line trains were being reversed at Edgware Road during the incident, and after leaving Royal Oak I went to Edgware Road, arriving there about 14.45. Shortly afterwards a Metropolitan train arrived from the Hammersmith direction with passengers aboard, but I do not know whether this meant that services had been fully resumed or not.

17 Belmont Road,  
Taunton, Som.

Yours faithfully,  
M.Wilson,

## REVIEWS

## BOOKS

John R. Day; The Story of London's Underground; Revised and Enlarged Edition 1972; 208 pp + 24 pp plates & folding route diagram; London Transport, 1972; 40p.

This new edition is in the same paperback,  $6\frac{1}{4}$ " x 4" format with illustrated limp card covers, as the previous editions. This is the fifth version of the authoritative book, first published in 1963 in connection with the Underground Centenary celebrations. The author, our old friend John Day, has once again updated his book to include the latest developments, and there are details of the Fleet Line and other future projects, plus a note on the Public Inquiry into the proposed closure of the Epping-Ongar section of the Central Line - though the book went to press too soon to include the news that the closure had been refused. The new edition has twelve extra pages, and some illustrations have been changed - but quite apart from this, to anyone who wants to keep up-to-date on the Underground scene, it is essential to have the latest edition of the book always handy for reference.

Peter Laurie: Beneath City Streets: 302 pp  $4\frac{1}{2}$ " x 7": London, 1972: Penguin Books: 45p.

This is a revised edition of the book first published in 1970 and reviewed in the December issue of 'Underground' for that year.

A number of corrections and additions have been made and as before it is the long chapter on Government Citadels in Britain that will be of particular interest to members.

If, like the reviewer, the reader finds it odd that there should be four sets of points within Box Tunnel or that the surface building connected with North End tube station still remains strangely unpublicised, then this book is recommended to him as he will find much else of interest.

Jeffrey Mackenzie; Always a Tram in Sight - A Picture History of Blackpool's Trams; 60 pp  $8\frac{1}{2}$ " x  $5\frac{1}{2}$ " in illustrated card covers; with Preface by J.C. Franklin and 89 illustrations and map; London, 1972; Light Railway Transport League; 40p.

Not an Underground book at all, but a very useful work nevertheless - not only as an erudite history of Blackpool Tramways, but also as an indication of what can be done by a modern rapid transport system.



Eric S. Tonks; The Shropshire and Montgomeryshire Railway; Revised and Enlarged Edition, 1972 (first published 1949); 104 pp 9" x 6½" in card covers, with 73 illustrations and plans in text; The Industrial Railway Society; £1.30.

More than a century's history of one of Britain's least successful railways recorded in words and pictures by the author with obvious affection. The line started as the Potteries, Shrewsbury and North Wales Railway, and became best known under the title used for this book when it was one of Colonel Stephens' light railways. The railway had its only really successful era when the War Department took it over during the second World War - and this gave it the only connection it had with the Underground. The WD, needing extra passenger rolling stock, purchased along with other carriages eight of the joint stock used by the by-then-suspended MDR/LTSR Ealing-Southend service. This fact is only recorded in one sentence and one photograph and therefore does not provide any direct justification for the Underground enthusiast adding the book to his library; taking a wider view, however, it is a fascinating story, and provides a little insight into what happens to Underground stock when it doesn't quite fade away.

Great Western Railway Timetable of 1865; Litho Reprint, 1971; 92pp 10½" x 7½" with 2 folding maps (one of the London area); in glossy card covers illustrated with 4 photographs of Great Western locomotives; Oxford Publishing Company; £1.00

All timetable reprints are valuable to someone; this one is particularly useful to the Underground enthusiast, relating as it does to a time so close to the opening of the Metropolitan, and to a company so closely connected with the Met. Details are given of the through services from the Great Western to Farringdon Street, of the Hammersmith and City Railway services from that station to Kensington and to Hammersmith, of services over the West London Extension Railway, and, of course, many others. The reprint is complete with notices and advertisements, and as usual these provide some of the most interesting items. Can be recommended for nostalgic browsing and for serious research - and is obtainable through the Society as are nearly all books on railway subjects.

MAGAZINES & MAGAZINE ARTICLES

The London Bus Magazine; Editor - James Whiting; published quarterly in the second week of June, September, December and March; 20p per issue; London Omnibus Traction Society.

Anyone interested in urban railways must have at least a passing interest in the other forms of transport serving the same area. This is particularly so in the case of a city such as London, where the other services are administered by the same authority as the railways. This new venture of the London Omnibus Traction Society is devoted to London's buses and trolleybuses, and therefore cannot avoid items of concern to our Society's members.

The first issue, published in June, is an excellently produced magazine of 28 pages, 236mm x 180mm, printed throughout on art paper and profusely illustrated with good and interesting photographs very well reproduced in the main.

This is not a news journal, but is a mixture of historical and modern articles and picture features. The main feature of the June issue is the first instalment of a bus history of London Transport, which makes passing reference to timetables dealing with the Underground services. There will be other regular features, one being entitled 'Poster from the Past', the first poster illustrated incidentally being one issued by the Underground. From these examples it can be seen that items are included which are of direct interest to members, quite apart from the indirect interest which arises incidentally from the LBM's principal subject.

In recommending this worthy new addition to transport periodicals, it should, perhaps be mentioned that the scope of the journal embraces the services of both London Transport and London Country; it will be obtainable from the Society Sales Manager at 203 Popes Lane, Ealing, London, W5, to whom subscription enquiries, as well as requests for single copies should be addressed.

Charles E. Lee; The Euston Road: Its Early History; published in Camden Journal, Volume 7 No 6 - April/May 1972 (Bi-monthly magazine of the Libraries and Arts Department of the London Borough of Camden).

An illuminating paper on the history of one of London's most important traffic arteries, by one of the Society's most distinguished Past Presidents, which includes much Underground history along with a great deal of other valuable material.

## NEWS FLASHES

1137 The Greater London Council has agreed to bear such part of the cost as cannot be covered by government grant of four experimental minibus services to be run by London Transport. A flat fare of 10p will be charged for any length of journey to all passengers, including children, and the four routes chosen are:

New Eltham Station-Elmstead Woods-Bickley Station- Bromley.

Southgate Station-Highlands Hospital-Enfield Town.

Cricklewood-Swiss Cottage-Archway Station.

Brixton-Dulwich Village, with possible later extension to Stockwell and Honor Oak Park.

It is interesting to note to what extent these experimental services are based on serving railway stations - both LT & BR.

1138 On the evening of Saturday 1-7-1972 an expectant mother walked out of the Maternity Ward of Barking General Hospital and shortly afterwards was killed at Upney station where she was struck by a westbound District Line train.

1139 TV Control is to be installed at the following central London Underground interchange stations: Victoria, Green Park, Oxford Circus, Warren Street, Euston and King's Cross. The Victoria Line parts of these stations already have TV, but it is now to be extended to the whole of each station at a cost of almost £250,000. In addition to closed circuit television, the systems will incorporate improved public address equipment. Government and GLC grants are being applied for. The first experimental system was installed at Holborn in 1962.

1140 The GLC is amending its Standing Orders so that its Policy and Resources Committee can agree to the London Transport Executive promoting legislation. Up to now the agreement of the full Council has been necessary.

1141 The first train of 1972 Stock entered public service on the Northern Line on Monday 26-6-1972. At present the new stock is working Train 122 on weekdays and Train 105 on Saturdays, but other trains are probably going into service and will be working other schedules by the time this note is published.

1142 A new amendment leaflet to the Underground Guide dated 7th February 1972 has appeared. It is coded "372/1816J/25,000 Waterlow" and is current from 1-5-1972. It notes changes in Metropolitan Line services and reprints Tables 2 and 3 (Bakerloo Line, pp 9-11 in the Guide).

1143 Because the British Railways Board has made little effort to create interest and sell the line to the public the former Richmond "Save the Broad Street Line" group has been reactivated. The Chairman, Councillor David Blomfield, believes that the line is threatened once again, and intends to launch a new campaign before it is too late to do anything.

1144 Strong opposition is being met by the designers of the new building to replace Queen Anne's Mansions, near St. James's Park station. The new block will not only overshadow the Park but will overtop 55 Broadway, and Queen Anne's Gate - described as the finest eighteenth-century street left in London.

1145 A correspondent to the Evening News has suggested that the Northern Line at Morden should be extended to Link up with the Southern Region line to Sutton.

1146 With the imminent arrival of Value Added Tax, London Transport are arranging seminars later this year for staff who will have to handle the new tax.

1147 Three quarters of tube motor car 11052 (1938 Stock) was seen proceeding west down Western Avenue on Tuesday 13-6-1972 mounted on a low loader.

1148 From the end of November, in an experimental scheme, all traffic will be banned from Oxford Street between Oxford Circus and Portman Street, except buses, taxis and service vehicles. The ban will last from 11.00 and 21.00 Mondays to Saturdays, and it is intended to widen pavements to double the present width in places, and to plant trees and shrubs.

1149 The car park at Snaresbrook station, Central Line, went over to automatic control on Sunday 4-6-1972.

1150 A new subway from Tower Hill station to the Tower of London is planned as part of the modernisation of the area.

1151 A combined bus station and Underground booking hall is now being constructed at Finsbury Park, where 2m passengers interchange each year. The bus station will have three bays under a canopy 112ft in length and 70ft wide, and there will be direct access to the Underground booking hall - which will be 75ft in length and built to Victoria Line standards. The bus station will provide for services now using the stops in Clifton Terrace and Wells Terrace, and the small booking office will be closed - although that at Station Place will remain open.

1152 34 trains of 1938 tube stock, comprising seven cars each, are undergoing an "extra heavy overhaul" at Acton Works, to fit them for service on the Bakerloo Line after the opening of the Fleet Line. The work will take to the middle of 1974.

1153 Earl's Court has been equipped with positive train identification equipment on an experimental basis. Trains being used for the tests are those on the Edgware Road-Putney Bridge service, District Line.

1154 London Transport's Hammersmith Depot is being re-roofed; the work is being carried out by Kelsey Roofing Industries, and to prevent damage to trains or passengers (the line running alongside the depot) great care is being taken to restrict the area affected by the work, while canvas sheeting has been put up under the trusses to protect the depot workers. It has been necessary to erect scaffolding at one point which obscured a signal, so a temporary structure has been put up over the lines.

1155 A new timetable will come into force on the Northern Line in November; this will increase the Morden via Bank service from 20 to 22 trains an hour in the rush hours - northbound in the morning and southbound in the evening, and will slightly reduce the rush-hour services to and from Morden via Charing Cross - from 27 to 24 an hour. There will be a number of other changes, including a simplified service at weekends which will mean that some passengers wanting stations on either the Bank or Charing Cross branches will have to change.

1156 An advertisement for a contraceptive advice service has been banned from LPT stations - because of the wording, not the nature of the poster according to LPT.

1157 Food for thought; a 2-mile stretch of dual carriageway road in Buckinghamshire took 2 years to build in the late 1960's despite the use of all the usual heavy machinery and plant used for such jobs. In the late 1880's and early 1890's, without all the equipment, the 20-mile stretch of double track railway from Rickmansworth to Aylesbury was built in 5 years. That is what our contractors call progress.

1158 A vast new development plan is being put forward by the Crown Estate Commissioners for the district round the new Pimlico station. The scheme did not seem to get a very favourable reception from either local residents or some of the Councillors representing the area when it was first announced.

1159 Special travel-and-admission tickets were issued by all regions of British Rail for the Ideal Home Exhibition in February/March this year. These covered BR and LPT travel.

1160 An interesting transport experiment is being tried in Runcorn. In connection with the redevelopment of the town, busways are being constructed. These are special roads, which will be limited to use by buses only, in just the same way as railways are limited to use by trains. At no time will pedestrians or other types of vehicular traffic be able to use the busways, and where it is impossible to avoid the busway crossing an ordinary road, special automatic traffic signals will operate to give priority to the bus.

1161 To get over the difficulty of providing for both fast acceleration and reasonable current consumption, it has been suggested that flywheels should be incorporated in the power units of underground railway trains; also in buses, if they are electrically powered.

1162 Mr. Brian Martin, a private consultant who was previously head of transportation planning at the GLC, has said that there is a real danger that Britain's potentially valuable suburban railways could be lost for short term financial reasons. He pointed out to a House of Commons committee that, although some of the railways might be little used now, as road congestion increased, so would the value of the railways. But if they were allowed to be destroyed, the right of way would have been lost and could only be recreated by the same enormous expense now facing road planners.

1163 The Report to the Policy and Resources Committee of the Greater London Council on the possibility of extending the Piccadilly Line beyond Heathrow Central to Perry Oaks and Uxbridge came to the conclusion that further consideration of this extension should be deferred until the master plan of the British Airports Authority is published. This is expected shortly. In the meantime, the cost of such an extension is estimated at between £15-20m.

1164 The question of orbital railways for London in relation to the proposed motorway box is still being raised in the Greater London Council, and it is reported that preliminary investigations of the potential demand has been made by the Council's officers - especially for an inner line roughly through the areas which would be traversed by ringway 1, and using existing rights of way of British Rail.

1165 After a woman was killed on the track near Stepney Green station on 22-5-1972 her mongrel dog kept coming back to the station, where she had left it, until end of traffic and the station closed. The dog was taken to Battersea Dogs Home and died there two weeks later.

1166 Mr. S. Thygarajan, chief planner of GLC transportation group has resigned to return to America.

## SOCIETY NOTICES

Appeal by a Live Steam modeller. Our member Stuart Sparke, now resident in the United States for a number of years, has asked for the names of any modellers of live steam who are working in  $\frac{3}{4}$ " or 1" scale. Stuart is seeking information in connection with a model of Metropolitan loco No.23 he is about to build, and wants to check out one or two points with people already modelling to the above scales. Anyone who would be willing to assist and has the necessary qualifications to do so is asked to write to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, who will pass on all names and addresses so received.

Sales Department. As mentioned in H.C.Lynes' article in the July issue, almost all books in print concerned with railways - and a number on other subjects as well - can be obtained by members through our Sales Department. Orders should be sent to the Sales Manager, R.J.Greenaway, 203 Popes Lane, Ealing, London, W5 - or can be given to him personally at any Society meeting in Hammersmith Town Hall.

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## THE TIMETABLE

10.00-dusk Saturday 29th July. Stand at the Grand Railway Day organised by the Loughton Historical Society and to be held in the Debden Community Centre (Loughton Hall) Debden. The main theme of the day will be the development of railways in Essex, and there will be film shows, talks, static displays of models, books and other railwayana. A number of societies are expected to have stands, and refreshments will be available.

14.00 Saturday 19th August. Walk over the Wimbledon-Sutton Line, led by our Vice-President, Charles F.Klapper, FCIT, FRGS. Meet in the Booking Hall of Wimbledon Station. There is no necessity to book for this tour (which will be partly on foot and partly by train) and there is no age limit.

Saturday, Sunday & Monday 26th-28th August. Quanton Railway Society Open Days at Quanton Road Station. TLURS hopes to have a Stand for at least one or two days, and there will be a special train service from Aylesbury to Quanton Road; to obtain details of the times of these trains, which will run on the Sunday and Monday only, contact Reg or Janice Uphill, Publicity Officers to the QRS, at 4 Kenton Avenue, Harrow, Middlesex.

Wednesday 6th September. Visit to London Road Depot. Names to S.E.Jones, 113 Wandle Road, Morden Surrey, accompanied by a first

class stamped addressed envelope as soon as possible please.  
19.00 for 19.15 Friday 8th September at Hammersmith Town Hall;  
 an illustrated Talk by Piers R.Connor on "Pre-Standard Tube Stock".  
 Piers, who is a member of the Committee, Cartographer to the  
 Society and Curator of the Thomson Collection, is well known for  
 the excellent work he has done for the Society, and particularly  
 for his research into rolling stock. This talk should be most  
 informative, and will make a valuable opening to the Season.

14.00 Saturday 23rd September. Walk over the Alexandra Park  
 Branch - the line which nearly became part of the Northern Line -  
 so nearly that the third and fourth rails were laid! This walk  
 has been planned because the line is slowly being built over,  
 and much that can be seen now may not be there much longer.  
 Our leader will be Pierre R.Foltz, and we shall meet in Station  
 Place, Finsbury Park, outside the "Silver Bullet" public house  
 (please note - outside!). Notes are being prepared for the  
 walk, but those intending to come are advised to read pages 260  
 and 262 of Rails through the Clay (Jackson & Croome) or page 62  
 of Howson's London Underground (1967 Edition) to brief themselves  
 fully in advance.

19.00 for 19.15 Friday 13th October at Hammersmith Town Hall.  
 Traditionally, the October meeting is reserved for the President's  
 Address, and it is hoped that Joe Brook Smith will be sufficiently  
 recovered to be able to present his paper. Latest news is that  
 he is making good progress, is out of hospital although he has  
 to return for a short time soon, and he has thanked us for our  
 good wishes.

#### THE TAIL LAMP

Can anyone tell us if there is any truth in the rumour that a  
 tunneller digging the Victoria Line in the vicinity of Duke Street,  
 W1 found a piece of paper with the words "What kept you?", and  
 signed I.K.Brunel?

per Ian Melton

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