

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## TRANSPORT - POLITICS - ECONOMICS - FINANCE

All the above headline is meant to indicate is that every modern public transport problem is inevitably mixed up with the other three subjects and is not to be solved without reference outside its own sphere.

It must have become clear within recent months that a more tolerant attitude towards transport finance was gaining ground. This received further evidence of its truth in July when the question of yet another fare increase proposal by London Transport was considered by the GLC. Although the Council did approve increases, LT's original proposals were cut by a considerable amount. However, the really significant point was that Mr. Horace Cutler, Chairman of the Policy and Resources Committee of the Council, in announcing that the increases had not been approved in full, said that LT really needed the full amount of their original proposals, and that the cuts made by the Council would probably involve the Council in paying a revenue subsidy to LT. Such a statement would have been unthinkable even a year ago, and reflects a fundamental change in attitude.

At the same meeting of the Council another rather startling announcement was made, to the effect that the cost of the Fleet Line's first stage was likely to be 50% higher than originally estimated. Latest figures put the overall cost at £52.9m against the original estimates of £35m. Of this, £10m was to be attributed to galloping inflation, and the balance to changed plans for the new Bakerloo Line depot (up £3.5m) and a revised assessment of the proportion of the cost of rebuilding Strand and Bond Street stations to be attributed to the Fleet Line. This news has caused some concern to the GLC, which is reported as looking into LT's estimating procedures.

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## INCREASE OF CRIME ON THE UNDERGROUND

During the past eighteen months, there seems to have been increased criminal activity on LT's railways. This has taken a number of forms, but one of the most serious, because it involves violence to a greater or lesser degree, is mugging by gangs, usually of youths.

About a year ago, the press became conscious of the trend, and a number of articles appeared on the subject in various newspapers. London Transport admitted that, up to mid-August 1971 about eighty passengers had been robbed in this way, usually of wallets or handbags. These attacks take place at all times of the day, and in all conditions of traffic - the gangs being protected by the surrounding crowds in rush hours, and the lonely traveller late at night lacking any protection. Anyone is liable to be attacked, but tourists are favourite victims because they are usually carrying a fairly large sum of money - and, being strangers, are very often preoccupied anyway.

At the time of these first reports, London Transport, when commenting on them, seemed to be expressing a rather complacent attitude towards the problem, saying that it must be kept in perspective - there having been 142 robberies reported in 1970, against 2m passengers carried every weekday. This would, of course, be of very little consolation to the 142 victims, some of whom were quite badly knocked about during their particular fracas. LT were, at the end of the summer of 1971 proposing a small increase in their police force, and were taking some other measures to combat the problem, such as installing aerials at various points on platforms and in passageways to enable the police to use their radios below ground. It is too much to hope that these measures will eliminate mugging completely, and proof that it was still going on this spring is evidenced by reports that an unfortunate American visitor lost an ear in a fight during an attempted mugging at Victoria. As an aside it can be reported that his ear was carried to Seven Sisters in a train, while he stayed behind; he and it met again at Westminster Hospital, where it was replaced. In this case the attacker was caught, charged and sentenced, but the number of cases cleared up is believed to be decreasing because of the load on the police.

Other passengers are robbed by non-violent means, pockets being picked frequently by girls who strike up an acquaintance

with men on stations or in trains - and put their new-found friendship to good financial use as quickly as possible, disappearing as soon as they have relieved their victim of some of his worldly wealth. Other women get their money in a different way; prostitutes using the railway as a handy pickup point are becoming more common, particularly at certain stations in Central London, such as Piccadilly Circus and Leicester Square.

Another serious evil for which the Underground has been adopted recently as a useful venue for illegal operations is drug-pushing. Once again it is usually the stations in the West End which are used, because they are easy to reach from all parts of London - and because they are near to the junkies' paradise, Piccadilly Circus. Both men and women are involved in this trade, and with very small platform staffs these days, it is easy to remain on a platform for a very considerable time without attracting the attention of authority - certainly for long enough to carry out some profitable deals. One newspaper reporter records having seen a girl on the platform at Knightsbridge sell £60-worth of heroin in a quarter of an hour, to a number of customers all of whom knew where to find her.

Then, of course, there is the violence of football crowds, which frequently disrupts services, intimidates staff and other passengers, and wrecks trains on Saturdays during the season. It seems that there is little to choose between the supporters of the various London teams, and every line which has the misfortune to have a ground near it suffers some time or another.

The overall problem of crime on the Underground appears to be insoluble at the present time, and perhaps it is fair to say that it is not the job of LT to solve it - because it is only one small facet of the nation's ever-increasing crime rate. But it is essential that the Executive does all it can to protect innocent passengers and staff from their less scrupulous fellow-citizens - that is their job, and must be done, even if it involves considerable extra expenditure on their police force. One general development which will have a crime-preventing side-effect is the installation of television cameras at an increasing number of stations, because these will provide platform surveillance from a central point at all times.

## EPPING-ONGAR BRANCH PRESERVATION SCHEME

Readers will recall that News Flash 1132 reported briefly on a draft proposal for the operation of the Epping-Ongar Branch as a preserved line if permission to close it was given to IFT. This is now academic, as permission for the closure was refused, but there have been some enquiries as to what was proposed in the event of the preservation of the line becoming practicable.

Information has therefore been sought from the originators of the scheme, and a few details are appended to satisfy the curious. Of course, the plans are now shelved, but they are being held in reserve in case there is another, successful, attempt at closure.

It was not intended to work the line as an electric one, because of the danger from live rails with amateurs assisting in the operation. The main emphasis was to have been on a line for enthusiasts, and any general public service would have been wholly subordinate to that, and would only have been run if it could have been done satisfactorily after the enthusiasts' needs had been satisfied.

A steam service was aimed for, naturally, and it would have been necessary to put in a run-round loop at Ongar, and probably to do the same at Epping, plus building a platform at the latter end to avoid the necessity of using the IFT station.

The organisers pointed out that the line is one of the few still left which show what a Great Eastern branch line really looked like - the station buildings having been little altered since the line was opened. It was intended to do all that was necessary to restore the original appearance of the various structures, and it was decided that the signalling would have to be simplified, as to run it as it exists at present would be far too expensive - quite apart from not being original.

One problem which was concerning the organisers of the scheme, which will not trouble them in the future if the line stays open as a public service for long enough, was the path of the M11 motorway which crosses the line about half-way between the termini. If it remains an IFT line, the motorway will have to be taken across by a bridge; anything could have happened to a preservation scheme in the face of such a threat, as everyone knows from previous experiences.

## REVIEWS

Books

John Betjeman, with photographs by John Gay; London's Historic Railway Stations; London, 1972; John Murray; £3-50.

This is a republication of the series of articles written by Sir John for Wheeler's Quarterly Review - one of which (that dealing with Baker Street.) has already been mentioned in the review pages of this Journal.

So very often it is a mistake to collect articles for ephemeral reading into a book for permanent reference but in this case there can be no such reflection. With his usual evocative brilliance Sir John, ably backed up by John Gay's beautiful photography, has produced a memorable book in which all lovers of London will find something to appeal.

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Frank E. Huggett; The Past, Present and Future of Travel and Communications; A Documentary Inquiry; 188pp 8 $\frac{1}{4}$ " x 5 $\frac{1}{4}$ "; with 45 illustrations in text, and Index; hard bound; London, 1972; George G. Harrap & Co. Limited; £2.

This is really a school text book for senior students, and each section ends with a few exercises and a few dates to be remembered. It is, however, of great interest to all transport students wanting a concise review of the whole field, primarily because it includes a large number of direct quotations giving contemporaries' views of the means they had to use to get about. So, if you want a first-hand account of what it was like to travel in a stage-coach, or would like to know who first crossed the English channel by air (no, it was not Bleriot), this is the book for you.

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Richard Pooley; The Evacuee; Hull, 1972; Fretwell's; 37 $\frac{1}{2}$ p.

There is only one reason for mentioning this book in these pages; the autobiography of an evacuated boy in the war years who, probably because of his tragic experiences then, grew into a criminal - it contains an account, albeit brief, of a friend's mother's death in the Bethnal Green tube shelter disaster.

Alisdair Aird; *Automotive Nightmare*; London, 1972; Hutchison; £3-50.

To environmentalists, this will probably be the book of the 1970's, and this will probably apply with even more force if they happen to be environmentalists concerned with the fate or future of London. It is not so much what the author has to say, for much of it has been said before by others; its importance as a textbook for the future lies in who has written it. For Aird is a man who loves cars, one indeed who makes his living from them, for he is none other than the Editor of *Motoring Which?* When such a man can come to the conclusion that it is time to control the motor-monster, surely he must be listened to; the last few words of the book sum up the present crazy situation very concisely: "Today it is a nightmare. Just on this single day, that nightmare is costing us (besides untold congestion, noise and pollution) some 200 deaths, many shattered bodies and between £100 and £200m. Isn't it time we woke up?"

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#### Booklets and Pamphlets

John Kennett; *Trams in Eltham 1910-1952*; 12pp 8 $\frac{1}{4}$ " x 6 $\frac{1}{4}$ " in illustrated card covers; well illustrated in text; London, 1972; The Eltham Society; no price stated.

A very nicely produced, albeit brief, publication of a local amenity society; more of this type of work seem to be coming on to the market now, and very welcome they are. This one gives concisely the story of the trams in Eltham up to the time of their withdrawal in 1952, and has been published to commemorate the twentieth anniversary of that event. Not Underground - but electric, and London, and pleasantly done.

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Magnus Volk; *Volk's Electric Railway, and how it is worked*; 8pp A5 with 3 illustrations, plus 2pp cover sheet. Facsimile reprint of 7th edition, c.1894. Light Railway Transport League, 1972; 8p - from LRTL LondonSales, 32 Church Road West, Farnborough, Hants.

Once again not an electric underground railway, but a very interesting little booklet, competently reproduced, about the first electric railway in England - and hence of much historial background interest to the Underground student.



## Manuals

Railway Gazette Study Manual; Urban Railways and Rapid Transit; 94pp 11½" x 8½", limp card covers, with 83 photographs, 13 maps, 16 tables and 27 line drawings and diagrams; London, 1972; price £1-50, postage included, from the Cashier, IPC Business Press (S. & D.) Limited, 40 Bowling Green Lane, London, EC1R ONE.

This book consists of 20 articles reprinted from the Railway Gazette, grouped into six chapters dealing respectively with Planning Urban Railways; Finance: Metros and S-Bahnen; Semi-Metros and light rapid transit: People-movers and innovations: Fare Structures and Interchanges. The introduction to each chapter has been specially written, as have the foreword and an article on management structures.

The dates of the original Railway Gazette articles range from February 1968 to December 1971, and the reprints of the earlier articles have a distinctly "dated" air. There are two reprints about London: "Investing in London's Railways" (including BR) and "Victoria Line Rolling Stock". General descriptions of rapid transit systems in operation or nearing completion cover BART (San Francisco), Brussels, New York, Paris (RER), PATCO (Philadelphia), Sapparo (Japan) and Tokyo.

There is a useful map with sketches of the world's principal rapid transit systems drawn to a common scale, and the interesting point is made that the LF system superimposed on a map of Holland would encompass Amsterdam, The Hague and Rotterdam, each developing its own Metro.

The value of this study manual would have been enhanced by a summary of events happening after the original articles were published, whilst all of the newly-written articles give the impression that they were put together in a hurry, and would have benefitted from stricter editing. There are no detailed accounts of rapid transit systems or developments in Eastern Europe. Nevertheless, the manual can be recommended for its comparative analyses of world-wide rapid transit techniques, and for the detailed descriptions of modern developments.

This is the first of a series of Railway Gazette Management Study Manuals, which the publishers state are intended for managers, engineers, planners and transport students.

Magazines and Magazine Articles

Quainton Signalling; in "Quainton News" No. 12, June 1972;  
 Quainton Railway Society Limited; 5p.

Because the QRS operate from Quainton Road station, also as they own L44 and an LT pannier, much of what appears in this magazine is of interest to the Underground enthusiast. This is true of the present issue, which among other things has a delightful cover photograph of a train passing the station in 1930. But the main point of interest is the short article on the signalling at Quainton, which is supported by a photo of the signal box and a two-page spread inset giving the Met & GC signalling layout of the section containing the station.

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A FUNNY THING HAPPENED ON THE WAY TO THE CITY . . .

At 8.30 a.m. on the warm and sunny morning of Friday 14 July, it was raining on the District Line trains as they ran in the tunnels between Stepney Green and Whitechapel stations. The prosaic explanation - a water-main had broken in the street above.

One evening in June, a northbound train entered the Borough station, sporting a bough of greenery on the front nearside corner of the driving compartment; it reminded me of a practice on the ancient Forest of Dean horse tramroad, in the first half of the nineteenth century, when "trains" of wagons were passed through the single-line tunnel under Haie Hill (a notorious bottleneck) in unidirectional batches, and the last set carried a tree-bough to indicate that the line was now free for those in the opposite direction to proceed.

It was pleasant to have this called to mind by what was presumably a driver's whimsical fancy, on the crowded Northern Line.

Harry W. Paar.



## LETTERS TO THE EDITOR

21 June 1972

Dear Mr. Davis,

Thank you for your letter of 19 June. With regard to evening opening I presume this arises from my correspondence with the Secretary of the Society, Mr. Jones, but in the context of your statement that it has been brought to your notice "that there is now no late evening at the BTHR office", I am bound to observe that although the Public Record Office (of which this office is now an extension) does not open in the evenings, there has in fact been no evening opening at Porchester Road since the service was discontinued by BRB/BTHR on the 11th May 1971. If the lack of this facility has only just been drawn to your attention, I can only infer that the demand for such a service from your members must be minimal.

With regard to the work of the office I did point out to Mr. Jones that it is hoped that a long article on our function here will appear in the Journal of the Railway and Canal Historical Society, to which publication we were invited to submit an account of the purpose in our accepting custodianship of the records, and our objectives. A further point I made to Mr. Jones was that we are still in the process of familiarising ourselves with the holdings here, and are therefore hardly in a position to provide necessary verbal instruction to visitors without some special effort to acquire the requisite background knowledge of the material being displayed.

The Public Record Office has Saturday opening at its Search Rooms in the central London offices, but this is not practicable at Porchester Road whilst BTHR remains an outstation as there is no opportunity for other members of the staff who are available for such duty to familiarise themselves with the records here. We would not produce BTHR documents in the central London offices.

In my letter to you of 19 May I stated that we were open for an extra half an hour each weekday. Even this is something of a privileged extension within the resources currently at our disposal, for with the same numbers of staff as were formerly available we are not only in the process of absorbing the York records, but have also undertaken the very heavy programme of preparing the records to meet increased demand when they are housed with public records of associated interest at Kew. We are obliged to deal with priorities and, in the short term, are

unable to commit ourselves to undertakings which might limit our progress.

The facilities which were formerly available here have been maintained and in some cases, e.g. hours of opening, the introduction of a comprehensive photographic service, etc., have been improved. We are not in a position to do more than this at the present time.

There is no objection to your publishing this letter.

Yours sincerely,

British Transport Historical Records,  
Public Record Office,  
66 Porchester Road, Paddington, W.2.

D. Barlow,  
Officer in Charge.

Editor's Note Mr. Barlow is fully justified in drawing the conclusion he has in the first paragraph of his letter, but it was not minimal interest from members which led him to it; rather it was the sloppy phrasing of your Editor's original remark. In fact the withdrawal of the late evening opening at Porchester Road, was brought to the Editor's notice even before it took place in May 1971, and by several people too. Nothing was done about it then because it was known that the future of the BTHR Office was in the melting pot, and it was thought best to await future events.

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01-07-72

Dear Sir,

Any member who wants to see what other cities are willing to put up with to get an Underground should make a visit to Amsterdam, to see the huge rectangular double track tunnel sections, looking to be over 15ft high and 20ft across, sitting in the middle of the road waiting to be sunk, which makes you realise what an operation it is in cities that are not suitable for tunnelling.

A ride from Central station to Amstel station on a number 5 or 55 bus enables you to see a lot, and a walk back enables you to see the bit between Waterlooplein and Central station that the buses miss.

Any visit to Amsterdam should also include a visit to the Rotterdam Metro. With booking on the day of flight with BEA it is possible to go for £15.40 return. This could be a trip the Society might like to think about one year.

Flat 4, 6 Highfield Hill, Yours faithfully, E. Picketts.  
London, SE19 3PS.

7th July 1972

Dear Sir,

News Flash 1120 - May Journal

I have been given the following information by Mr. B.J. Harding which corrects the information given in the above Journal.

The two cars involved in the Edgware Road collision were Nos. 10047 and 11052 and both had their ends cut away. For some weeks both have been sided at Neasden, 10047 being paired with 70564, and from 1st May 1972 all these cars were moved to a siding at the back of the former power station site. Consequential reforming has resulted in the undamaged cars running as a three car set: 10052, 012229, 31003.

Yours faithfully,

Hawthorndene,  
Station Road, Staplehurst,  
Tonbridge, Kent.

J.WP. Rowledge.

24th July 1972.

Dear Sir,

I think the article 'New Power Control System' in the August Journal deserves some comment to give readers a wider view of thyristor control systems, particularly in relation to the Underground. To begin with, solid state power control systems using thyristors (called 'chopper control') are now in regular use in various European countries, notably Sweden, and in many other places experiments are well advanced. In Britain an E.R. motor coach working on the Fenchurch Street services has this equipment, and tests are being conducted on other electrified lines.

London Transport has kept well abreast of developments in this field, and by 1965 one motor car of 1960 Tube Stock had been fitted with chopper control equipment. Subsequently the whole train, consisting of cars 3910-4902-4903-3911, had it installed in the passenger saloons of the motor cars, but the unit still retained its standard PCM underfloor control gear. By 1970 another unit of the same stock had lost its PCM equipment, which was replaced by the chopper control system. This unit consisted of cars 3903-4911-4910-3902.

Although there are many advantages in using chopper control: elimination of many of the switches associated with conventional control systems, more economical use of current during acceleration more precise control of power, and smoother acceleration, there are a number of serious difficulties which have not all been fully resolved. The apparatus is heavier, bulkier and more expensive than conventional equipment, the design more complicated, and the system often causes interference to signal track circuits. As far as IT is concerned the interference problem means that the experimental units cannot be used on tracks where passenger trains are running, and the unit with no PCM equipment must be hauled dead if movement over passenger lines is required. It is doubtful whether smoother acceleration would benefit IT passengers as the present relatively smooth operation of PCM control is cancelled out by the poor riding qualities of Underground stock in general.

Some of the points mentioned in the article refer to the advantages of regenerative braking in which the motors become generators during braking and feed current back into the line so that it can be reused by other trains. This idea is not new, having been tried by the Metropolitan Railway in 1913 (in addition to many other railways abroad) and was adopted by IT when the Metadyne system was introduced with the O and P stocks in 1937-9.

Another form of electric braking, known as rheostatic, is now in use on IT's 1967/72 and C69 stocks. The main difference between this and regenerative braking is that instead of feeding current back into the line, the rheostatic system feeds it into resistors on the train. The electrical energy is converted into heat instead of being used up by other trains as on the regenerative system. (This is apparently what the second sentence of paragraph two is referring to in the article). Although the problems of the regenerative brake are eliminated, the equipment is more complicated than if no electric braking was fitted, and extra maintenance is necessary. It is also more difficult to handle if the train is manually operated.

To return to chopper control, two possibilities come to mind. One is to use rheostatic braking, which would require resistors on the train, even though chopper control would have eliminated them normally. The other is the adoption of the regenerative system - with all its inherent problems - as suggested by the Hitachi

company. Perhaps the Japanese have solved these difficulties on their railway, but would it work on the Underground? Would the expense be worth it? Bearing in mind the exceptional reliability of the PCM system, any claims put forward in favour of chopper control would need very careful examination.

Yours faithfully,

44 Glebe Road,  
Ashted, Surrey.

H.C. Lynes

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#### UNIVERSITY OF LONDON LIBRARY

Members will recall that, for some time now, it has been planned that the Society should lodge the microfilm of the Chandos Papers relating to the Wotton Tramway, which was purchased from the Huntington Library some years ago, in the University of London Library. In return, the Library agreed to issue Society members recommended by the Committee, with reference tickets which would include the use of microfilm readers.

These arrangements have been completed now, and the Chandos Papers microfilm is duly lodged with the Library on indefinite loan, and will be included in the Library Catalogue.

Members undertaking serious research work, and whose work would benefit from access to the University Library, are therefore invited to apply for tickets. Applications should be made to the Chairman of the Society at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, and should state the full name of the applicant, any University degrees or diplomas, and/or professional qualifications held; address and telephone number, and the reason for which the ticket is required. Names will then be placed before the Committee and applicants notified of the result in due course.

The normal ticket issued will be an Evening Reference Ticket, for use between 17.30 and 21.00 daily from Mondays to Fridays and all day on Saturdays; it may be possible, in certain special cases, to obtain tickets for use at other times, and any member seeking grant of a ticket who feels there might be valid grounds for obtaining such an extended ticket is asked to mention this when applying, giving reasons for requiring the additional facility.

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It must be emphasised that the Library exists for the purposes of serious study and research, not for idle browsing or casual reference, and only those applicants considered by the Committee to be likely to benefit from using the Library will have their applications endorsed and passed to the Librarian as approved. Members will no doubt appreciate that the Society is particularly fortunate in being granted this facility by the University, for it is not one that is easily obtained; it is the responsibility of members to see that the willing co-operation of the University authorities is not abused.

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#### NEWS FLASHES

1167 Ref NF 1141: J.C. Clarke reports that the numbers of the first 1972 stock train to enter service are as follows:

North End 3202 DM  
 4202 T  
 4302 T  
 3302 DM  
 3402 DM  
 4502 T  
 3502 DM

Three other trains of the new stock were in Golders Green at the same time, the car numbers of two of these were as follows (in the same order as above): 3205-4205-4305-3305-3405-4505-3505; and 3206-4206-4306-3306-3406-4506-3506.

1168 LIT are spending £30,000 on a publicity campaign on the Go-As-You-Please Tickets. One means being used is a poster in five languages - English, French, German, Italian and Japanese.

1169 Michael Robbins, Managing Director (Railways), London Transport, has been elected a Vice-President of the Chartered Institute of Transport.

1170 Professor Misha Black, Consultant to LIT on Design, received a knighthood for his services to Industrial Design in the Birthday Honours.

1171 A new semi-automatic entrance or exit gate is being tried out on an experimental basis at Seven Sisters. This gate is reversible, being usable either way and does not read tickets. A ticket collector is still required, but the passenger cannot pass through the gate until a ticket has been produced and the collector releases the mechanism by depressing a foot button.

## NOTICES

National Survey of Industrial Monuments

Some years ago the Council for British Archaeology initiated a scheme under the above title. Since 1965 the Survey has been based on Bath University of Technology under the care of Dr. R.A. Buchanan, and it has recently been redesignated the National Record of Industrial Monuments (NRIM).

The scheme operates on the basis of individuals completing record cards and sending them in to the central Record Office; the Greater London Industrial Archaeology Society is actively working now to increase the number of structures reported in the London area - which so far has been poorly represented when compared with other areas of the country.

As TLURS is affiliated to GLIAS, and a number of Society members are interested in the archaeological aspect of the Underground, there should be some members who would be willing to help with the Record. Anyone interested in giving assistance is asked to write to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, as TLURS will act as a subsidiary agent of GLIAS, for distribution of information, and probably for collection of completed cards as well. There is nothing very difficult about what is being asked, and it should prove an interesting and worthwhile aspect of Underground study.

The City University - Adult Education Programme 1972/73

The above University has produced a very interesting adult education programme for the new session, although there is no course of direct interest to members of this Society. Out of the whole prospectus, the following courses would seem to be of peripheral interest:

<u>Title</u>	<u>No of Lectures</u>	<u>Lecturer(s)</u>	<u>Commencing Date</u>
Disasters - Titanic to Aberfan	10	V.F. Bignell	3-10-1972
Towns Tomorrow	6	Various	11-10-1972
Time and Society	10	J.D. Weaver	16- 1-1973

Further details of these courses, or copies of the whole syllabus, can be obtained from the Editor, TLURS, at the address in the previous notice, or from Adult Education Courses, Room A343, The City University, St. John Street, London, EC1V 4PB.



## THE TIMETABLE

Saturday and Sunday 2nd/3rd September. Stand at BR's Open Day at Old Oak Common Depot. Details of opening times and prices of admission are not to hand at time of going to press - see public announcements.

Sunday 3rd September. Second Met Brake Van Tour - provisional date, which might be changed to 10th. This will probably be fully booked (the last one was heavily overbooked), but enquiries could be made to Met Tour, 62 Langley Road, Staines, Middlesex, enclosing first class sae and telephone number.

Wednesday 6th September. Visit to London Road Depot, London Transport. Names at once to S.E. Jones, 113 Wandle Road, Morden, Surrey, enclosing first class sae.

19.00 for 19.15 Friday 8th September at Hammersmith Town Hall; Illustrated Talk by P.R. Connor on "Pre-Standard Tube Stock". Research into rolling stock history is Piers Connor's special interest, and this talk will make an excellent opening to the new session.

19.00-21.30 Monday 18th September at the Abbey Community Centre, 29 Marsham Street, London, S.W.1. Stand at the Autumn Transport Sale of the London Omnibus Traction Society.

14.00 Saturday 23rd September. Walk over the Alexandra Park Branch, led by Pierre R. Foltz. The party will meet outside the "Silver Bullet" public house, Station Place, Finsbury Park. Notes are being prepared, but intending walkers are recommended to read pages 260 and 262 of "Rails through the Clay" (Jackson and Croome), and page 62 of Howson's "London's Underground" (1967 edition) for preliminary briefing. Also, those coming are advised to bring cameras as there are few photographic records of the remains of the line as it is now, and there are proposals to convert the trackbed into a new walkway at some time in the future. Bring field glasses.

19.00 for 19.15 Friday 13th October at Hammersmith Town Hall; the President's Address for 1972. J.S. Brook Smith, we are pleased to be able to report, is now recovered from his recent operation and will be addressing the Society on a modelling subject - the title will be given next month.

Wednesday 18th October. Visit to Parsons Green Building and Maintenance Depot, London Transport. Names accompanied by first class sae to S.E. Jones, at address under 6th September.

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