

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## THE TRANSPORT TRUST

Two events of considerable importance to The Transport Trust, to which the Society is affiliated, have been made public within the past few months. At the end of November 1973 it was announced that H.R.H. The Prince Philip, Duke of Edinburgh, K.G., K.T., had agreed to become Patron of the Trust for a period of five years. And then, in March 1973, the appointment of the Trust's President, Sir Peter Allen, as the Chairman of the Advisory Committee to the new National Railway Museum at York was reported. Such official recognition and approbation of the Trust is of great value to it, and indeed to the preservation movement generally. It is encouraging that these marks of approval have come at about the same time as TLURS has entered the field of large relic preservation for the first time, and it is to be hoped that all concerned will benefit.

Incidentally, our Chairman, Peter Davis, who has been Director of The Transport Trust for some time, has relinquished this post and is now Special Projects Officer to the Trust.

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## THE DEMISE OF CLAPHAM

Easter Monday saw the Museum of British Transport at Clapham close its doors to the public for the last time, thus ending an era of transport preservation in London - and at the same time making history as the first important national museum in England to be destroyed by a British Government. The closed doors on Clapham High Road will stand for a time as symbols of Government ineptitude and Civil Service obstinacy, and then the building will be demolished or put to other uses, and those responsible for breaking up the collection housed there will hope to sweep their failure under the carpet - but this will not be so easy as they think.

By scattering the Clapham exhibits to the four winds, and turning down the Crystal Palace scheme sponsored by The Transport Trust, the opportunity to give England the most important museum of public land transport in the world has been lost forever - such an opportunity will not occur again.

Of course it is not entirely fair to criticise Government and Civil Service for the disaster without also condemning the British Railways Board. The Board is notorious for its lack of public spirit, and its handling of the superb collection of relics put together by the old British Transport Commission is a typical example of this attitude - and for that matter also exemplifies a sad lack of commercial enterprise. Many private sector concerns would have given a fortune to own the Clapham Collection and be able to exploit its possibilities. Not BRB; starved of money, poorly advertised and inadequately staffed, it was a monument to ineptitude in public relations and incapability of utilising properly an extremely valuable asset.

In all this sad and sorry story, the achievements of one person have received little recognition. John H. Scholes, FMA, became Curator of Historical Relics to the British Transport Commission in 1951, long before Clapham was thought of. The foresight of the Commission and the skill of John Scholes created the Museum. Unfortunately, the Commission failed to transfer their enthusiasm to their successors, and from the formation of the British Railways Board the collection was at risk; had it not been for the devotion of the Curator to his work there would have been much greater harm done by the Board, who have looked on the exhibits as so much scrap metal to be got rid of as quickly as possible.

It is understood that John Scholes is to transfer to the Department of Education and Science, and will take charge of the new National Railway Museum at York as Keeper. If this is so, it will be a first class museum, for he has already built up from nothing the Southport Municipal Museum, the Castle Museum at York and the Museum of British Transport - surely a record for one Curator's career. He is also the first Curator to have a skilfully and lovingly built up collection destroyed before his eyes by those ultimately responsible for its safety - and who should have been giving him every assistance in protecting the relics.

As we have said, with John Scholes in charge, York will get a good museum, and it will not be starved of funds, for although Crystal Palace was turned down by Lord Eccles because of an alleged £ $\frac{1}{2}$ m extra capital cost over the York scheme, once the new museum

is established the revenue costs will not be rigidly controlled as they have been by the BRB.

Yes, York will be an excellent museum, but it will not be Clapham, not be a Transport Museum, and will most certainly not be what Crystal Palace could have been - the world's finest transport museum.

In conclusion, it is interesting to note that, in a recent press handout, BRB in referring to John Scholes admitted that "he has been responsible for the formation of the largest collection of historical relics of public transport in the world". Significantly, no credits were given to those who demolished it; perhaps the Board thought it unnecessary - everyone interested knows already.

#### RINGRAIL

It is a long time since the Outer Circle expired, although it took a long while to die. Periodically since its demise schemes have been put forward for the revival of an outer orbital route, and in this connection the North London Line is usually considered as at least providing part of the route, even if the whole of the NLL does not feature in the proposals.

In March 1973 there was published a report\* of yet another scheme - but one which is far too original, and potentially important, to be dealt with in these pages in a book review.

The whole scheme is very carefully planned and the details painstakingly worked out; it is too long and detailed to be discussed at any great length in the Journal at this stage, and any readers particularly interested in such schemes, or in the future of London's transport, are advised to obtain the report and to study it for themselves. If the scheme ever looks like receiving official approval, it will, of course, be fully covered in Underground.

In brief, it has been christened RingRail, is based on existing lines in the main, and covers all possible passenger connections by means of an elaborate system of interchanges all round the metropolis.

Starting from Hackney Wick, RingRail would run to Vale Royal, West Hampstead, Willesden, Mitre Bridge, Clapham Junction, Clapham,

\*A New RingRail for London; the key to an integrated public transport system, by G.L. Crowther, P.H. Vickers and A.D. Pilling; published in March 1973 by Just & Co. Ltd., 71 New Oxford Street, London, WC1A 1DN; price £1.30 + 20p postage.

East Brixton, Peckham Rye, Brockley to St. John's. Between St. John's and Hackney, two alternative routes are put forward for discussion - both of which inevitably demand a new tunnel under the Thames. They are as follows:-

Greenwich	<u>OR</u>	Blackheath
Bromley-by-Bow		Westcombe Park
Bow		West Ham
Hackney		Stratford
		Hackney

Most of the stations listed above would be interchanges (many other stations would be served), and all the main line services should, it is suggested, stop at an appropriate interchange to enable cross-London passengers to join RingRail to get to their appropriate service on the other side of the city. One example may be quoted: a passenger from Birmingham going to Dover would change to RingRail at Willesden, travel thereby to St. John's, and join the Dover train there.

It is proposed that some trains should serve mainly interchange stations only, while others would serve all stations for the benefit of local travellers. It is also intended that all stations have a common style, and layouts as similar to each other as the varying environments will permit, and interchanges planned in the same way as each other with similar notices and direction signs - to make life as easy as possible for the cross-London traveller to find his way around.

Completely new stations are proposed at a number of interchanges, including a replacement of Clapham Junction and a new station to be called Earl's Court West. Certain difficulty is anticipated in the Lewisham area in finding enough paths for the RingRail trains on tracks already heavily used, but possible solutions are put forward for further investigation.

The report is not only well planned, but is well produced, and contains numerous illustrations in the form of photographs, maps, plans, sketches and diagrams, many of them in colour.

It is difficult to estimate the potential usage of such a ringrail scheme because so much will depend on the willingness or otherwise of British Rail to stop their main line trains at the interchanges, and also on the publicity given to the line outside London, so that the incoming passenger knows where to change. The author's proposals cover this point by suggesting that through tickets should give full instructions on the route to be followed, even indicating the platform to go to when changing.

## LONDON TRANSPORT COLLECTION OPENED

The London Transport Collection of Historical Vehicles was officially opened by the Duke of Northumberland at a ceremony at Syon Park on the morning of Wednesday 23rd May 1973. This was followed by a buffet lunch for the guests, and the Collection opened to the public at 14.00. A full report of the ceremony will appear in the July issue, having been held over due to lack of space and to make room for the following note on the collection itself, which is probably of more urgent interest to readers.

## SYON PARK - FIRST IMPRESSIONS

Syon is now open, and may well have been visited by some readers before this appears in print. Those who have not been able to get there yet will want to know what is in store for them, and likewise the Journal should record the arrival of a new and valuable asset in West London.

The principal exhibits have been listed in these pages already (May 1973, p78), but early reference should be made to an excellent display of smaller items; tickets, posters, coats of arms, lift equipment, notices, street furniture - all these find a place in wall displays or showcases, not to mention some fine models, some of which were on show at the Museum of British Transport at Clapham. Particular reference should be made to the poster display, which is both historically and artistically most attractive - the section showing the most recent items is worthy of an art gallery, and shows very clearly what an important part LT and its predecessors have played in the development of commercial art over the years.

And the main exhibits? These look most attractive and have been displayed to the best advantage possible in the space available; the shape of the old Garden Products Pavilion dictates a linear arrangement with the double-deck vehicles down the centre to get the necessary roof clearance - and it should be recorded that, despite previous reports to the contrary these double-deck buses are not locked in - one set of doors has been extended in height after all so it will still be possible to see some of them on the road occasionally. The condition of the exhibits is in general very good, and the Q Stock motor car, only recently withdrawn from service and not previously exhibited, is in excellent shape. Six other vehicles have not been on show before - the STL and Q type buses, the TF coach and trolleybuses K2 type 1253 and Q type 1768; finally Met Electric Loco No. 5, 'John Hampden'.

Incidentally, the name of the exhibition is significant; it is called the London Transport Collection of Historical Vehicles - which implies that it is not a static museum and is also honest enough to admit that many of the usual back-up facilities appropriate to museums, such as a research centre, library and map room, do not exist at Syon - at least not yet.

The building housing the collection has been made very attractive, with an adequate and smart shop just inside the entrance, reasonable circulating room under the circumstances imposed by a limited area, while there are, of course, adequate refreshment facilities in the Syon Park complex, including a bar, cafeteria and exclusive restaurant. Together with the extensive collection of cars recently opened there, the gardens, great conservatory and Syon House itself there is plenty of scope for a family day out.

The London Transport Collection is separate from the rest of the Syon complex, so that it may be visited without paying to go into any other part of the area; it will be open daily except Christmas and Boxing days from 10.00 to 19.00 in summer and until 17.00 or dusk if earlier in the winter. The last tickets will be sold an hour before closing time, and these tickets will cost 25p for adults and 15p for pensioners and children aged 16 and under. Parking space is adequate and LT bus routes 117 and 267 pass the pedestrian entrance in London Road, Brentford.

Impressions? Almost wholly favourable - a highly creditable performance by Percy Silverlock and his assistants who have worked wonders in a very short time. It is ironic to think that the break-up of the Clapham Collection, which viewed from a national standpoint was a disaster, has resulted in the London enthusiast acquiring a collection for his use and enjoyment which serves the cause of London's public transport history far better in many ways than Clapham (a national Collection) did or could have been expected to.

The new exhibition deserves to do well, and it is up to the public to see that it gets the support it should; particularly it is up to our readers to give the collection as much help as possible in the early days, by visiting it themselves and by encouraging the friends and families to do likewise.

Have you been there yet?

## METRO TUBE TOUR

Sunday 13th May 1973 was something of a landmark in LT history, for, although Enthusiasts' Specials have been run before, they have always been pegged to an event, or have been sponsored by a railway society. The Metro Tube Tour fitted into neither of these categories, being a straightforward railtour, the special interest, apart from short sections of track such as St. Mary's and Watford North Curves, being in the use of tube stock on subsurface lines.

In passing, it should be noted that, some years ago, TLURS tried to sponsor just such a tour - but was told then that it was quite impossible! Every possible objection was raised by LT, so the Society abandoned the idea; it is nice to know that more enlightened times have arrived, and that the Society's ideas have borne fruit, albeit late and to LT's benefit rather than that of TLURS.

Back to the tour. It started from Moorgate (Platform 4) at 10.03, went round the Circle via Baker Street as far as Tower Hill, then via St. Mary's Curve to New Cross Gate, back to Shore-ditch, returned down the East London, to New Cross this time, and then by a reversal at Aldgate East, out to Barking. Return from Barking was to Baker Street for a lunch break and the tour resumed at 14.25 with a run to Amersham. From there the return to the point of termination at Baker Street was via Watford to bring in a trip round the North Curve - and to get the train round the right way again! Some good speeds were reached south of both Amersham and Moor Park on the return journey, over 60 mph being recorded more than once, and the stock rode very well for its age; Baker street was reached more than five minutes early on the advertised time of 17.03.

The stock used was a nice mixture of 1938 stock cars, and included one 1927 trailer in the seven-car rake. The actual cars were (from the D end, which was to the north at Amersham), 11054-12088-012212-10054-31030-70525-10093. Special souvenir tickets were issued which included travel by LT train to Moorgate before the tour and from Baker Street at its end, so that at £2-25 the day was good value for money - the tour itself amounting to 85 miles.

It is rumoured that LT have other equally interesting tours planned; if this one is anything to go by, it is to be hoped they will proceed with them. A hopeful sign is that a questionnaire was issued to all on the train requesting suggestions for future events.

THE INTERNATIONAL DATE AND TIME STANDARD  
P.R. Davis

Recent correspondence in these pages has revealed an unexpected interest amongst readers in the correct method of recording times. It has been felt, therefore, that a note on the recognised standard in this field would not be inappropriate at this time, and might help to get all records within the Society which involve the recording of dates and times onto the same basis eventually.

The International Standards Organisation has issued a standard which is both clear and logical, and which is gradually being adopted by all the major countries of the world, including our own. This ISO dating standard is based on an orderly, downward progression, as follows:

Year - 4 digits (but with an accepted alternative of  
2 digits only when there is no possible  
confusion between centuries)

Month - 2 digits

Day - 2 digits

Hour - 2 digits

Minute - 2 digits

So that a quarter past seven in the evening of 23rd June 1973 would be recorded as:

1973.06.23.19.15 or 73.06.23.19.15

The great advantage of this system is that, when even more accurate recording is required, such as is needed for astronomical observations or other scientific purposes, it can be further extended without disturbing the above order, as follows:

Seconds - 2 digits

Hundredths of Seconds - 2 digits

According to the International Organisation of Standardisation, which is based on Geneva, the following thirteen countries have officially adopted or confirmed the ISO standard:

Australia	Chile	Denmark
Finland	Hungary	Iran
Republic of Korea	Netherlands	Portugal
Sri Lanka (Ceylon)	Sweden	United Kingdom
United States of America		



In addition, seven more countries have prepared national standards in line with that of the ISO, as follows:

Austria	Germany	France
Iraq	Italy	Thailand
	Turkey	

With more and more data being recorded by computer, and in many cases from terminals in one country for recording in computers thousands of miles away, a world dating standard is inevitable, and this one seems to meet all the requirements and is easily understandable.

#### END OF AN ERA

At the end of 1972, W.H. Smith & Son Limited announced that they would not be renewing the contract for bookstalls on London Transport stations when their current one expired on 31st March, 1973.

The reason given was that agreement could not be reached with LT on the rental to be paid under a new agreement, as increasing costs had made the operation marginal for the past three or four years even at the old rent.

W.H. Smith's have been operating bookstalls at stations for almost seventy years, and the present withdrawal from LT territory has affected 86 locations - 23 main stalls and 63 smaller ones. Staff displaced number the 23 managers of the main stalls and 188 other full- or part-time employees, all of whom are being offered other jobs in Smith's shops elsewhere in London.

It is very unfortunate for the traveller when Britain's biggest newsagent cannot agree with Britain's largest urban transport operator terms which would enable passengers to continue to enjoy a service which has existed for so long, and has proved so useful. No information has been published as to the margin between what LT wanted and Smith's were willing to pay, but unless the Executive can get another concessionaire to take over the vacant sites within a reasonable time they - the Executive - will lose by asking too much. And, of course, the passengers have lost a very valuable service - a point which LT should not overlook when considering the situation with which they now have to deal.

## REVIEWS

Television

The Mysterious Death on the Underground Railway; Thames:  
Thursday 1st February 1973.

In their series "The Rivals of Sherlock Holmes" this was an adaptation of Baroness Orczy's story in which Polly Burton is the highly untypical detective. It did not make a very credible story, but Judy Geeson was as attractive as usual in the sleuthing part.

Books

Harry Hopkins; The Numbers Game; London, 1973; Secker & Warburg; £2.80.

This is a book which should be read by all those who find difficulty in believing that statistics are as valuable as the statisticians would have us believe, but do not know how to do justice to their opinions.. Hopkins has not had any difficulty at all in debunking a "science" which has gained a far higher place than it is entitled to, largely by dazzling the general public. An extremely useful handbook for those seeking to confound planners who think everything can be decided by the study of abstractions and by ignoring at all costs the human element.

Booklets

The 'Feltham' Car of the Metropolitan Electric and London United Tramways; first published 1931; Facsimile Reprint 1972 by London Region, Light Railway Transport League under the Production Editorship of B.J. Prigmore; 20pp A5 plus card covers, with 14 photographs; obtainable at 25p from 32 Church Road West, Farnborough, Hants.

A very nicely reproduced reprint of an official booklet originally published in connection with the introduction of the 'Feltham' cars on London's tramways. Of particular interest to Underground enthusiasts as the cars were built by the system's own company - Union Construction and Finance Company. The illustrations are interesting and well-produced, and a table of Leading Dimensions is included.

Magazine Articles

The Railway Engineering Journal (Journal of the Railway Division, The Institution of Mechanical Engineers); November, 1972.

This issue of the REJ contains two articles of interest to TLURS members:

Railway and Tramway Gauges by J. Graeme Bruce  
The Channel Tunnel by A.J. Powell

Graeme Bruce needs no introduction to our members and the quality of his work does not require recommendation. The paper under review is no exception, and is a most useful history of railway gauges, including those of the Underground, from the days of George Stephenson to the present.

A.J. Powell is the Planning Officer (Operating) in the Channel Tunnel Department of British Rail, and his article is one of the best recent summaries of the history and current position of the Channel project. Interesting, useful and well illustrated with photographs and drawings, maps, plans, etc.

#### Learned Society Papers

Charles E. Lee; The Pneumatic Despatch Company's Railways; a Paper read to the Newcomen Society, at the Science Museum, London on 14th February, 1973.

Charles Lee has addressed our Society on the pneumatic railways, and this paper is an expanded and updated version. As meticulous as Mr. Lee's work always is, he has provided yet another invaluable contribution to the history of London's railways.

#### LETTERS TO THE EDITOR

11th April 1973

Dear Sir,

I cannot understand the bitterness of your attack in last month's editorial on the GLC's decision to renew the lifts at Russell Square station. I cannot see any justification whatever for spending the vast sum of £3m on escalators to save passengers a mere second or two on their journey times, and it seems to me, that, for once, commonsense has prevailed at County Hall. All too frequently the phrase "current levels of efficiency" is bandied about to justify completely reckless expenditure of public money - yet what these levels are, how they are measured, and who demands them is never specified. What most people want is a cheap and reliable train service, and until this can be achieved they will be quite happy to forego such luxuries as escalators when perfectly satisfactory lifts are already in operation.

Furthermore, the construction of a new station on the north-east corner of Russell Square would be an unwarrantable intrusion into the gardens there. Far too many London squares have already been sacrificed to the demands of car-parking, children's playgrounds and the like. There can be no excuse for desecrating yet another, particularly when adequate station buildings already exist only a hundred yards away.

24 Belsize Crescent,  
London,  
N.W.3.

Yours faithfully,  
D. Christie

29 April 1973

Dear Sir,

I wish to comment on LT's new livery. I have no argument with painting the doors red, though I would have thought that if LT really felt they must paint something, a red stripe down the side of the train would have been more pleasing (like the R stock). If they consider painting the doors a fixation, then why not paint them the colour of the line they are to operate on, otherwise leave them alone.

What really irritates me is the LT 'Roundel'. Something remarkably similar appears on a 1941 Underground map, so it's not new. Furthermore, this unimaginative device is positively repulsive on the side of an underground train. It is not noticeable on the buses as LT have obligingly moved it out of sight, up to 'advert level', thankfully making it less conspicuous.

The second point is the way LT are (hopefully only experimentally) replacing their noticeable 'bullseye' signs by this monochromatic monogram. The letters 'UNDERGROUND' previously written within the blue bar, are now moved out of sight somewhere below, sometimes being omitted completely. I pity any people unfamiliar with London, as far as this new symbol is concerned; its total anonymity could point to a public convenience more easily than an Underground.

This boring new symbol doesn't even look very nice; have the design panel gone mad? Is this change for the sake of change? Are London Transport so ashamed of themselves that they want to remove their name from everything in preference of this appalling new device? And what, pray, was the matter with the old system? Let sanity prevail and stop a bad joke before it gets too far.

33, West Avenue,  
London, NW4 2LL.

Yours faithfully,  
M.A.C. Horne.

## NEWS FLASHES

1234 Debden station is being reconstructed as part of the current plan to bring older parts of the Underground up to modern standards. There is to be a new enlarged ticket hall, new canopy roofs on the platforms and new lighting throughout the station. The cost will be about £110,000, of which the Government grant will be 50%, and during the time the work is in progress a temporary ticket hall will be used.

1235 A review of the first five years of the Greater London Council's operations (The New Government of London: the First Five Years by Peter Self, Professor Public Administration, London School of Economics - published by Weidenfeld and Nicolson at £10.50) recommends the expansion of the Greater London boundaries to at least 30 miles from the centre of the city. One of the reasons put forward is that this would improve transport policy. Self is one of a team of authors, all of whom are teachers at the LSE, and are collectively called the Greater London Group.

1236 Peter Brodie, former Assistant Commissioner (Crime) at Scotland Yard was mugged on the Underground at Waterloo station early in January, by a gang of five which succeeded in getting away with his diary but not his wallet.

1237 As part of the refurbishment of the area around the Tower of London, Trinity Place, next to the LT Tower Hill station, is to be grassed over and trees planted and a wide subway built to connect the station area with the precincts of the Tower.

1238 Difficulty has been experienced by the Independent Broadcasting Authority in finding a site for the transmitter to be used by the new London commercial radio station. A temporary solution has been found with a site at Lots Road Power Station of London Transport, but this will only be able to serve an area containing about half the population of nine million to whom the programmes will be directed.

1239 It has been revealed that, during the building of stage 2 of the London Borough of Haringey's £2m flood relief system in 1971 one part of the work involved sliding a prefabricated culvert, 90m long 4.1m x 2m internal dimensions and weighing 170 tons, through a gap 1.5m above the Victoria Line tunnels and less than 1m below the main line tracks just north of Tottenham Hale station. It did not prove possible to do this without trenching in view of the unstable nature of the ground, and the BR lines were closed for about 36 hours over a weekend to enable the work to be carried out.

1240 Dr. C.P. White was recently appointed Principal Dynamicist to LT, working on riding qualities of trains and buses.

1241 The Transport Users' Consultative Committee for London and the London Transport Passengers Committee have recommended that the following British Railways' lines should be added to London Transport's Route Diagrams: North London; South London; London Bridge-Charing Cross; Queen's Park-Euston.

1242 There are rumours about, as yet completely unconfirmed, that LT are considering the transfer of the Uxbridge branch to the Fleet Line.

1243 In a letter published in the "Railway Magazine", the Chief Public Relations Officer to London Transport has announced that in future, where British Rail provides a more convenient service to a place of interest than that offered by LT, this information will be shown as an alternative on LT posters.

1244 The Greater London Council has considered and accepted a joint report from its Policy and Resources and Strategic Planning Committees rejecting a proposal for an underground freight railway through London, on the grounds that it would be too costly to build and that the extra handling needed to get small consignments to their ultimate destinations would greatly increase freight charges.

1245 The Greater London Council has appointed Mr. W.W. Maxwell to be a full-time member of the London Transport Executive for five years from 1-7-1973 at a salary of £9,500 a year.

Mr. Maxwell, who fills the vacancy caused by the retirement of Mr. K.G. Shave on reaching the age of 65, is 47 and is currently Chief Operating Manager (Railways) to LT. He entered LT service in 1947 as a graduate trainee and has been Divisional Engineer in charge of Central, District, Northern and Piccadilly Lines and Mechanical Engineer (Development). He is a member of the Institution of Mechanical Engineers, the Institution of Electrical Engineers and the Chartered Institute of Transport.

1246 At about 23.00 on Saturday 20-1-1973 a party special train, attributable no doubt to the pantomime at the Empire Pool, left for an unknown destination (unknown to our reporter that is!) from Platform 6 at Wembley Park. It was composed of C69 stock and it was noted that one tail light was out.

1247 The decision on a new parliamentary building has been postponed, and during a debate in the Commons on Friday 9-3-1973 it was reported that the estimated cost of the proposed building, £30m at current prices, included strengthening the Underground and building a new ticket office and entrance hall for the LT Westminster station.

1248 A westbound Central Line train failed at Bethnal Green at about 09.00 on Wednesday 11-4-1973. Detraining passengers and getting the defective train moving delayed services for 20 minutes.

1249 The Greater London Council has reappointed Mr. Sydney J. Barton a part-time member of the London Transport Executive for three years from 3-11-1972 and Mr. Lawrence W. Robson for three years from 1-1-1973. Sir Peter Masefield has also been appointed a part-time member of the Executive for three years from 1-1-1973. Sir Peter is a past chairman of the British Airports Authority and past president of the Institute of Transport, the Royal Aeronautical Society and the Institute of Travel Managers.

1250 An enquiry carried out by the Scrutiny panel of the Greater London Council into the cost of the GLC's research and allied activities has revealed that research etc. into planning and transportation has cost the Council the following sums in recent years or is estimated at the figures stated for future expenditure:

1968/69	£398,000 <sup>x</sup>	1969/70	£806,000 <sup>+</sup>
1970/71	1,007,000	1971/72	1,266,000
1972/73	1,320,000		

<sup>x</sup>Excludes computer costs

<sup>+</sup>Estimated

1251 The Minister for Transport Industries, Mr. Peyton, carried out a personal inspection of the Piccadilly Line extension to Heathrow Central on Wednesday 11-4-1973. It was reported to him that more than half the work had been completed.

1252 During demonstrations by discontented Barcelona Metro workers in March 1973, riot police had to be called to a number of stations. Workers delayed trains at stations while they voiced their grievances to passengers and handed out leaflets, sat-in on station platforms, wrecked ticket offices and disconnected the emergency alarms on some trains.

1253 In a review of the recent collapse of the Mitchell Construction group in the correspondence columns of Accountants Weekly (23-3-1973) it is noted that the group obtained control of Kinnear Moodie for the specific purpose of undertaking work for London Transport, and the comment is made that this work was very profitable.

1254 The Natural Environment Research Council has set up a new research organisation under the title of The Institute for Terrestrial Ecology. It will have a budget of £1.25m and a staff of 250.

1255 Apart from the new lighting to be installed shortly at Clapham Common station, it is now reported that the station is to be completely modernised by 1975, including new escalators.

1256 A Labour Party proposal to extend the Underground from Hainault to Collier Row and Harold Hill has been reported.

## SOCIETY NOTICES

Railway Magazine, May 1973 contains the first part of a most informative article by our Past President Alan A. Jackson on the Alexandra Palace Branch entitled "Almost a Tube". It will be recalled that the author acted as our guide on a walk over the remains of this line when members of the Society made a study visit there some years ago.

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## THE TIMETABLE

19.00 for 19.15 Friday 8th June at Hammersmith Town Hall; an Illustrated Talk on "The Work of the Consultative Panel" by W.O. Skeat, B.Sc.(Eng.), F.K.C., C.Eng., F.I.Mech.E., Hon.M.I.W.E., Secretary to the Consultative Panel for the Preservation of British Transport Relics, a Council Member and the Editor of The Transport Trust. Bill Skeat has been associated with the work of the Panel right from its inception and can tell the whole story of what it has done for the preservation movement - something which is very little known and which deserves much greater publicity.

Wednesday 13th June Visit to the Signal Shop, London Transport, Lillie Bridge. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, AT ONCE accompanied by a first class stamped addressed envelope.

19.00 for 19.15 Friday 13th July at Hammersmith Town Hall; Joint Meeting with The Channel Tunnel Association which will be addressed by A.W.T. Daniel, M.A., Ph.D., M.I.C.E., M.I.T.A., A.C.I.T. on "The Channel Tunnel London Terminal". Dr. Daniel is Senior Lecturer in Civil Engineering, Queen Mary College, University of London, Chairman of the National Council on Inland Transport and Honorary Secretary to the London Area of the Railway Development Association.

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## THE TAIL LAMP

Two young ladies were straphanging in the Tube. One whispers to the other, "Somebody's pinching my bottom!"

"How awful for you," said her friend, "We'd better change places."

from The Sunday People 17-12-1972

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