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NEW MAP FROM LT - LONDON'S RAILWAYS

The new diagrammatic map showing both Underground and British Rail lines in the London area, promised some months ago, was published in the middle of June. It is being printed in two sizes - a pocket folder map which takes the place of the geographic map of London's Transport Systems, and a wall-poster map for stations which have also exhibited a version of the systems map hitherto.

The map contains more than six hundred Underground and British Rail stations, and for easy reference the names are listed at the bottom of the map in alphabetical order with grid references. London Transport and British Rail symbols are used against each station name, so that jointly served stations are immediately identifiable. All Stations with car parking facilities are identified by a boxed P in blue.

Underground lines are shown in their line colours, as on the usual diagram, except that the Piccadilly Line is no longer in dark blue, but is shown in a fairly deep purple. British Rail lines are all in hollow red lining, with no attempt being made to give any indication of the actual BR services - which would probably have been extremely difficult to incorporate satisfactorily. Occasional and rush-hour services are shown by dotted instead of solid lines, while the reverse shows a diagram of the central London section of the Underground, in black-and-white, and detailed directions for getting across London between the main line termini.

This map is a very useful addition to London's aids to travel, and the designer, Tim Demuth of the London Transport Publicity Office, is to be congratulated on producing such a clear map of a difficult subject.

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THE OPENING OF THE SYON PARK COLLECTION

As briefly reported in the June issue of the Journal, the London Transport Collection of Historical Relics at Syon Park was opened at an official ceremony on the morning of Wednesday 23rd May 1973.

Guests were welcomed on arrival at the administration area of the Syon Park complex and escorted to RM buses, where they were given souvenir tickets, bellpunched by clippies in the conductresses uniforms of the past. The short journey to the building housing the Collection accomplished, the guests were ushered into a marquee erected for the occasion to await the arrival of the Chairman of the Executive and the Duke of Northumberland. These gentlemen and other guests of honour arrived in one of the prize exhibits of the Collection - the K type bus.

The Opening Ceremony was a short one - the speeches made are reported in full elsewhere in this issue - and after the tape had been cut by the Duke the guests had a first view of the Collection. Details of the Collection and layout of the exhibition building have been given elsewhere in our pages - see June issue, pp 89/90 so these will not be repeated now. It was very clear that the vast majority of the guests were very well satisfied with what they saw, and much impressed by the speed with which the Collection had been assembled and arranged by Percy Silverlock and his assistants.

After a reasonable time had been allowed for inspection of the exhibits, guests were invited to adjourn to a conference room in the main administration block for a most enjoyable buffet lunch, after which all those with official invitations were free to visit any part of the Syon Park complex free of charge. With the Gardens, the History on Wheels Exhibition, the Great Conservatory and Aquarium, Syon House, all in addition to the LT Collection, it was not difficult to fill the afternoon most pleasurably given enough stamina!

A small brochure was handed out to all, entitled 'The London Transport Collection - Syon Park', which gave a brief outline of the origins of the Collection and of the exhibits. This was marked on the cover with a price of 5p, but it is now available at enquiry offices free of charge with the price blocked out. The souvenir tickets were an inspiration - being the old destination-box type of bus tickets but with Collection exhibits in each box instead of destinations. A delightful idea.

LETTERS TO THE EDITOR

Dear Sir,

16th May 1973

In a letter to 'Underground' published in January 1972 I outlined a scheme, then under way, for the reformation of trains on the District Line. This now appears to be complete, so the following notes outlining the changes which have taken place during the past 18 months may be of interest to members.

Once the C69 stock began to arrive on the Hammersmith and Circle Lines the CO/CP stock was transferred to the District to replace Q stock. At first it was intended to run CO/CP and R stock in the traditional 6- and 8-car formation, and to work the CO/CP stock with the 54xxx ('D' end) cars at the West (Ealing) end of trains. This was done from September 1970 until October 1971 when all District trains began to be changed to 6- or 7-car sets. In addition, the original plan to work the East London Line with 4-car Q38 sets was altered to 4-car CO/CP all motor car sets, and then subsequently changed again to 5-car (M-M+M-T-M) trains. Yet another decision was altered early in 1972 when it was decided to turn all the District's CO/CP stock so that the 53xxx cars now faced West as, strictly speaking, they should do, being the 'A' cars of the stock.

In spite of all the apparent confusion which might have resulted from all the mind-changing that went on, the whole changeover went quite smoothly. The end result is that the District now has the following stocks:-

1) CO/CP Stock

17 CO-COP-CO 3-car units	25 CP-COP-CP 3-car units
21 CO-COP-CP 3-car units	4 CP-COP-CO 3-car units
11 CO-CO 2-car units	17 CP-CP 2-car units
8 CO-CP 2-car units	24 CP-CO 2-car units

CO-CO 2-car units are restricted to the middle of 7-car (M-M+M-M+M-T-M) trains and CO-COP-CO 3-car units only run in 6-car trains. Any units can work on the East London Line.

2) R Stock

36 3-car units	211xx-233xx-234xx
87 2-car units	235xx-236xx (unchanged)
15 5-car units	211xx-232xx-232xxA-233xx-234xx

These units can be formed into 15 sets of 5 + 2 cars and 36 sets of 3 + 2 + 2 cars.

As a result of the completion of this programme certain cars have been scrapped:-

013078	014082	014096	014087	014090	014086	013273	014088 (6-9-1971)
013085	013270	014091	014095	013092	013087	013094	014072 (24-2-1972)
014077	013185	013062	013079	014092	014258	014100	013186 (8-3-1972)
013064	013068	013065	014060	(5-4-1972)			
013190	014075	014071	014058	013083	014097	013261	014083 (4-10-1972)
013075	013088	014059	014063	014065	014079	014273	013100 (24-10-1972)
013258	013093	014081	013150	53264	014098	013070	54047 (6-12-1972)
53234	013095	014099	014078	013260	013059	(at Ruislip)	
53253	scrapped at Acton			014261	013082	withdrawn or stored	

Dates in brackets indicate date sent from Ruislip to Bird's, Long Marston.

21 cars of R Stock are awaiting removal:- 23200-3, 23205-6, 23209-11, 23213-15, 23217-21, 23223-26. The glass has been removed from their windows for storage as it is of a particular design now very expensive to replace. Arrangements are expected to be made shortly for their removal to Long Marston.

The scrapping programme of 1938 Tube Stock is now well under way following completion of 1972 Stock Mk 1 deliveries and the arrival at Ruislip of a few 1972 Mk 11 trains, in the new livery. Having seen it myself I can only agree with the criticism expressed in the leading article of the May Journal, and repeat the comment made to me whilst at Ruislip, "It looks as if they ran out of red paint when they'd done the doors!" One feature not mentioned in the livery article is that the familiar red disc of the 'no smoking' signs on the windows now disappears, leaving an almost invisible blue strip with the appropriate words. Another new 'idea' is that no provision is made for the train set number in the centre cab door. This because it is intended to include Positive Train Identification apparatus, which will include an electronic display in the offside cab window. As the equipment is not yet fully developed a temporary bracket will be installed to carry the usual train number plates.

The scrapped 1938 stock is being removed from Neasden to Bird's of Long Marston in 7-car sets. One train actually had 8 cars, and 6 cars were scrapped at Neasden by Bird's.

The cars so far removed are as follows:-

26-	6-1972	012365	12442	12044	12443	12147	11294	30010	
10-	7-1972	31045	12062	12075	70514	10158	70533	31010	
31-	7-1972	12036	31029	30032	012478	70520	70513	12150	
14-	8-1972	30017	11096	12136	012223	10066	31001	12092	
4-	9-1972	11088	12428	70568	30007	31012	70559	12093	
19-	9-1972	12046	70529	31007	12010	31022	30000	30041	
16-	10-1972	12052	30008	31032	70558	70523	70546	12157	
22-	10-1972	12120	30006	31013	70519	30019	31021	70516	
29-	11-1972	12035	30028	31019	70569	10073	31027	70538	
30-	11-1972	70556	31016	31026	70555	31000	30039	12038	
2-	1-1973	70541	12077	31042	10081	70565	31006	30012	
4-	1-1973	12071	70521	31009	10019	70549	31041	30040	
9-	1-1973	12029	30033	31025	70536	10071	31014	12106	
23-	1-1973	12030	30014	31034	70545	10089	31023	70542	
29-	1-1973	12032	30015	70551	31024	31037	70527	31017	
14-	2-1973	70548	31049	30044	70528	31011	30011	12041	
21-	2-1973	70567	31043	30030	70562	31035	70556	30016	12042
26-	3-1973	12050	30018	31004	70563	30004	31020	70553	
5-	4-1973	70554	30023	31008	70517	12056	30034	31033	
9-	4-1973	12067	30045	31036	70544	30042	31005	70552	
26-	4-1973	12057	30003	31015	70539	30029	31044	70530	
14-	6-1972	10059	10047	10085	11052	70564	12022		

Scrapped at Neasden

Trains are now appearing with door fault indicator lights after passing through Acton Works having had Extra Heavy Overhaul. At the present time it seems that 34 x 3-car units and 33 x 4-car units will receive this treatment.

Some 1938 stock motor cars have recently been converted to service stock as follows:-

10088 to Ballast Motor L 140; 11067 to L 141; 11021 to L 142; 10065 to L 143.

Cars 10087 and 10226 are being converted for use as a tunnel cleaning train.

In answer to Mr. J.C. Clarke's questions, car 10306 is not at present allocated for scrapping and is now running on the Bakerloo. Prior to the conversion of this car a trailer had the centre bay converted in a similar way but this was only a 'mock-up', and the car concerned never ran in service in this condition.

Trailer No. 012339 (not 012399 as stated in Mr. Clarke's letter)

was always a trailer and is not scheduled for scrapping at present. In April it was running on the Northern Line.

1938 stock never had white handgrips, but they were delivered with shovel type lampshades. These were removed about 1959, at the same time as those on the 1938 surface cars.

No scheme has yet been suggested for using 1938 stock on the Isle of Wight, but no doubt more cars will be converted to service stock in addition to those mentioned above.

In closing my thanks must go to Mr. H. Clarke (Line Engineer - Central) for his assistance in compiling the rolling stock lists.

Flat 1B, 1 Marchwood Crescent,
Ealing, London, W.5.

Yours faithfully,

Piers R. Connor

29 May 1973

Sir,

Forgotten Stations of Greater London
Connor & Halford

Members will probably recollect that owing to a misunderstanding this book was not properly checked prior to publication.

The publishers have now issued a list of addenda and alterations and this may be obtained from The Town & County Press Limited, 42 Rectory Lane, Bracknell, Berks. A large stamped addressed envelope must be sent.

There are a few additional items:-

Page 8 Gale Street Becontree Official date 18/7/1932
Page 16 Brentham for North Ealing Halt Probably closed 15/6/47
Page 34 Kew NSWJ Date given correct for normal traffic, but this station was retained to deal with a train, once or twice weekly, LSW line to Cattle Market, Caledonian Road and back. Withdrawn in 1866. See page 41 (note 6).
Page 38 These stations were only partly built; in the case of Crowlands very little work was actually done.

167 Cromwell Road,
Ruislip,
Middlesex
HA4 6AE

H.V. Borley

Sir,

10 June 1973

THE INTERNATIONAL DATE AND TIME STANDARD

The method advocated by the Standards Organisation is substantially that used by the Observatories in Great Britain for very many years. I do not think the present generation will take kindly to writing year month day in general correspondence. As a point of interest and record, older members may recollect that when Bank of England notes bore a date the day and month appeared twice, viz: day month year month day.

As regards time, the general European and Latin American practice is to write h. m. s. against or above the appropriate figure (seconds only where necessary) - 19h 15m 15s or more simply 19 15. Scandinavian countries write and say: kl.19 15 (kl. = clock). We could quite correctly say nineteen o'clock.

When 24 hr time was introduced in the army in 1915 the instructions were to leave a space between the two pairs of figures, the even hour being spoken as "nineteen hours precisely" or "nineteen double oh". 22 10, 22 11, 22 12 were to be spoken as "twenty-two hours ten minutes" etc. to avoid confusion with 9 40 p.m. The word "precisely" is used today by the speaking clock, but with 12 hr time.

The practice of writing "hours" against the minute figures is to be deprecated: it appears to have been copied from the German "Uhr" which is sometimes written finally. "Uhr" means clock, the German for hour is "Stunde". Writing "hours" against the minute figures has unfortunately, in the case of the precise hour, led to misguided talk of "hundred hours" which is absurd and illogical and which I have never heard in Continental Europe.

H.V. Borley

167, Cornwall Road,
Ruislip,
HA4 6AE.

10-05-73

Dear Sir,

The Fleet Line East of Fenchurch Street

The more I read about the Fleet Line going to Lewisham or the E.T.D.S. proposal to follow East India Dock Road the more I think the proposals are wrong.

One of the troubles to anyone who lives near the Thames is that if you live in one of the bends of the river, you have to make a journey out of the loop before you can start going in the right direction - a 277 to get off the Isle of Dogs or a P2 to get away from the Rotherhithe Street bend.

My idea is that the Fleet Line should go to Wapping station, with interchange, and then eastwards to a station in Rotherhithe Street, then to one or possibly two on the Isle of Dogs, one in

the loop at the south end of the Blackwall road tunnel, then on to Silvertown, North Woolwich (part of the existing Eastern Region line could be used here), and then on to Thamesmead and Dagenham, ending at Rainham.

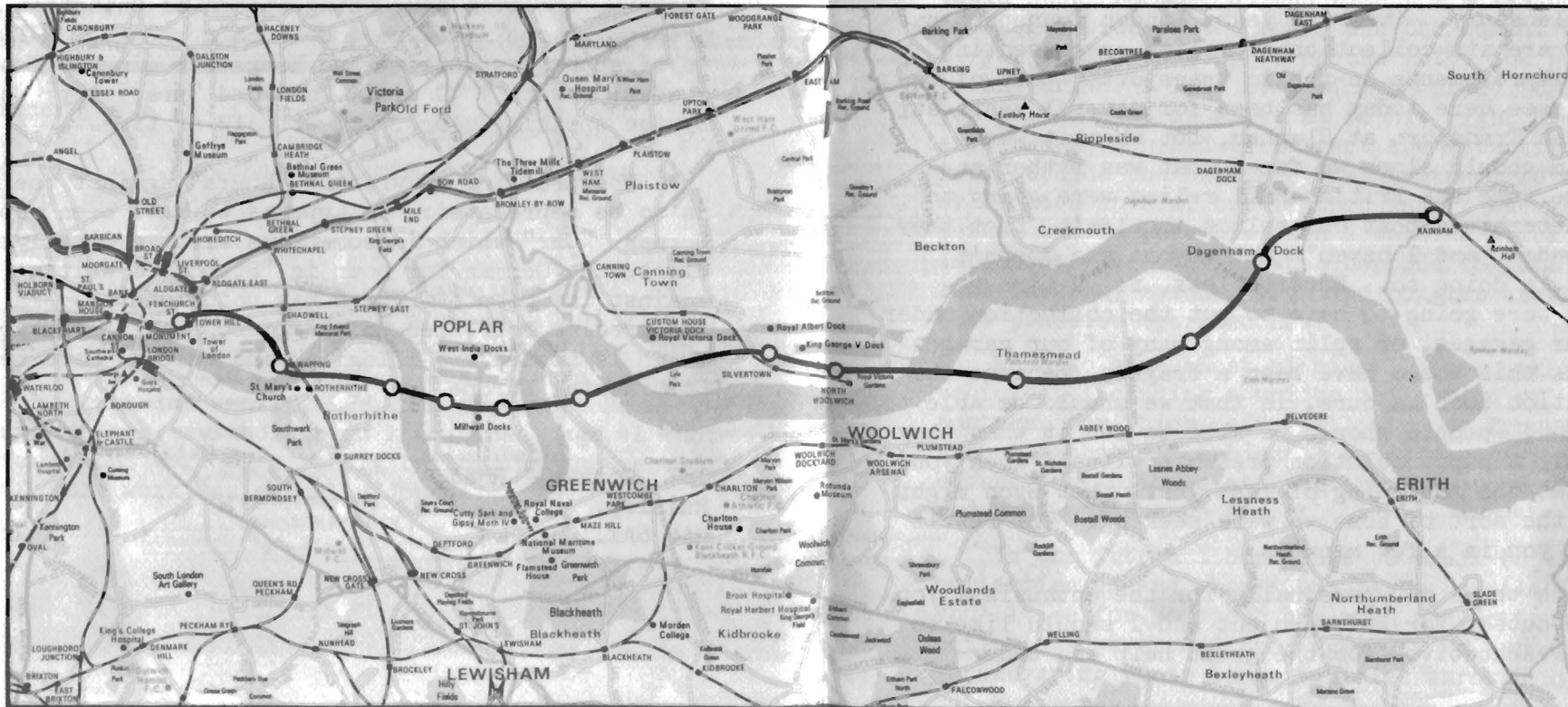
This would really open up new travel possibilities, and if lots of houses are to be built here it would encourage people to move into them and provide a wider area of job possibilities

This proposal, by including six Thames crossings could really help this deprived area to get going again.

Yours faithfully,
E. Picketts.

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

Map of the Fleet Line proposal in the Letter above



SPEECHES AT THE OPENING OF THE LONDON TRANSPORT COLLECTION
OF HISTORICAL RELICS

SYON PARK

23RD MAY 1973

By Sir Richard Way, Chairman of the London Transport Executive

My close friends never leave me in any doubt that I am responsible for a large proportion of the things that go wrong in London, and so I must start by apologising for the weather! I could, no doubt, given the time, draft a suitable letter explaining why it's gone wrong, but I won't waste your time by doing that.

But seriously, my colleagues and I are delighted to welcome you all here today, on this happy occasion which sees London Transport's historic road and railway relics once more on public show. I am particularly pleased to see among our guests the Mayor and Mayoress of Hounslow, Mr. Heyhoe the Member of Parliament for Heston and Isleworth, Councillor Daley of the G.L.C., the Directors of the Syon Park management, and Lord Montagu, whose contribution towards the preservation of transport relics in this country is self-explanatory. Over the years London Transport has built up with some care its collection of relics, representing latest changes and improvements in public transport. Most of the collection you will see here today has been for several years at the Museum of British Transport at Clapham, but when it was decided that Clapham should close we faced what was rather an agonising period, because the British Rail relics were going to York, and we were determined that our relics shouldn't, that they should remain in London, and I haven't met anyone who doesn't think we were right in doing so. Nevertheless, for a time we were afraid that we were going to have to put the collection under covers in one of our garages, or split among many of our garages and depots. I think this would have been a tragedy, because the essence of a collection such as ours, is that we should be able to show it to the public; people should be able to see it when they want to. Fortunately a happy solution presented itself when you, Your Grace, agreed at the beginning of last year, that Syon might be able to provide the sort of home we were seeking. The result you will see before you in a few minutes.

I should like to thank you personally for the enthusiasm you have shown from the outset for this project and I should like to thank also your representatives for the great help and under-

standing we have received from them in establishing this project here, and, not least, The Transport Trust for having originally suggested Syon Park as a possible home for the collection.

You may wonder why we have called it a Collection, and not the London Transport Museum. I think the answer is an obvious one. It is, strictly, a collection. It is not a museum in the accepted sense of the word; we can't, because of space and other factors, provide the facilities for student research and other things which people are inclined to expect from a museum. We have on show some two dozen vehicles which span 150 years of public transport in London. I won't describe them, because you'll see them for yourselves in a few minutes, but I will just say that they range from a replica of the first horse bus operated by Mr. George Shillibeer in 1829 through to the First World War B type bus and its successors - trams, trolleybuses and a Metropolitan Railway steam locomotive, all 45 tons of it. They provide a fascinating glimpse into the past, not only of the vehicles themselves, but into the ways of life and behaviour, the horse bus, for example, could stop, because at the time there was no rule of the road, on either side of the road, and the normal way of stopping it was, if you wanted to stop it on the left, you pulled a strap attached to the driver's left arm, if you wanted it to stop on the right you pulled a strap attached to his right arm. If there weren't any straps, you had to attract the attention of the conductor who rode outside the bus on a step behind. To do that, you whistled or shouted at him, but if that wasn't successful, then the normal method was to poke him with a walking stick or any other suitable implement. In view of what happened to some of our rolling stock last Saturday evening the mind boggles at what would happen if that practice operated now.

We also have a host of miscellaneous exhibits, other than vehicles, including a unique collection of London Transport posters, for which, after all, London Transport is very famous although that's a subject I won't pursue further today in view of the publicity we attract these days on what posters we refuse and what posters we accept.

In the future I hope that we shall be able to add to the collection as and when items become available for it. I think you'll see for yourself how much the setting up of this collection has stretched the ingenuity of our engineers in manoeuvring these large vehicles through Syon Park to their

resting place in this pavilion. Much credit is due to all those who took part in this operation and getting the relics ready, but in particular I must mention Mr. Silverlock, who has led the team and who I can't see . . . must be somewhere . . . there he is! I have been saying rather facetiously that if anything goes wrong today, except of course, the weather, it's his fault! If anything goes right, the credit's mine! But of course, the real truth is the opposite. I'm told that he's quietly confident and passed a good night! Anyhow, he's organised the whole affair. Our thanks are also due to Mr. Miller, the designer, and Mr. Beaumont, our Publicity Officer who's been responsible for selecting, assembling and displaying all the miscellaneous exhibits, such as posters, notices and signs. I must also thank those who presented items for display; they are listed in the brochure.

Well now it remains for me, Your Grace, to say just a word about Syon Park, because I think it's most appropriate that this collection of London's public transport from the past, should be housed in the ground of London's own stately home, if I may call it that, and it gives me much pleasure to ask you to declare the collection open. I'm sure that it will provide a great attraction for Londoners, who now have the multiple pleasure, if I can put it that way, of visiting not only your delightful house and the grounds and other activities of Syon, but also the collection. It is a great honour for us that you have so kindly agreed to launch the collection in what I am sure will be a successful future, and I hope that the Duchess and indeed all our guests, will take the opportunity of inspecting it and afterwards will join us for a snack in the Conference Room across the lawn. I'm hoping either the rain will have stopped or there will be some dry way of getting there.

By H.G. the Duke of Northumberland

Sir Richard, Your Worships, My Lords, ladies and gentlemen. Thank you, Sir Richard, for your warm welcome and for your kind reference to the co-operation which has existed between us and our staffs, in the setting up of this collection. The whole project has, to my mind, been a thoroughly worthwhile, combined operation and I would like to commend those on your staff who have been responsible for the general display and layout. Furthermore, they have achieved, as you mentioned, a truly remarkable feat of getting it all in here without knocking

anything down. For our part, we at Syon are delighted to have been able to provide a location where you and your Executive can fulfil your admirable intention of keeping the collection together in the London area and where the citizens of London may continue to visit it in what I hope may be considered congenial and useful surroundings. The collection, spanning as it does some 150 years, will be to some, and even to me in the rain, coming along on the top of the bus this morning, a nostalgic reminder of days gone by, to others it will be of interest, of great technical interest, and to yet others, of historic importance in the history of transportation. Indeed it is fun, even though perhaps rather fruitless, to speculate that had Cassivelaunus been able to transport his troops in your buses with their intrepid drivers some two thousand years ago, to a point less than a thousand yards from here, Julius Caesar might never have crossed the Thames, and the whole flow of history would have been altered.

So, Sir Richard, I am sure your Collection will add greatly to the interest of the people visiting Syon Park and I sincerely hope that the house and gardens and other attractions we have here will enhance the enjoyment of those who come to see the London Transport Collection. I indeed endorse your welcome to our guests who I hope will take the opportunity to have a look around after lunch if the sun comes out, and on their behalf I thank you for your kind invitation and hospitality.

It now gives me much pleasure to declare the London Transport Collection open.

(At the close of his speech, and amid applause, His Grace cut the ribbon across the entrance to the pavilion housing the Collection, and entered with the other guests to inspect the exhibits).

NEWS FLASHES

1257 The Southend Pier Railway is scheduled to close later in 1973 and will be replaced by an aerobus suspension cableway - with one car only to carry 200 passengers. Lengthy waits for trips down the pier would appear to be likely in the future. The present rolling stock on the narrow-gauge railway incorporates several features which were later adopted in LT practice.

1258 In connection with the proposed Wimbledon-Hainault Underground line, a meeting was held in the latter part of

May 1973 between representatives of the GLC, LTE, and the local authorities affected, to discuss the two reports on the project prepared by the officers of the parties involved. The contents of the reports and the outcome of the meeting are not known at the time of writing.

1259 The GLC have stated that a 5p flat fare would cost in lost revenue between £25-30m a year if applied in inner London and about half that if applied in central London only - but about £50m if operated over the whole of the London area. The figures quoted take account of the possible effect of raising the minimum bus fare and reducing most other fares, but do not allow for the possible transfer of traffic from BR services. A fare-free system would lose £150m a year in revenue but save about £30m in fare collection costs.

1260 There are at present 14,400 carparking spaces at Greater London railway stations - 8200 at LT sites and 6200 at BR ones. The GLC were preparing to institute a programme to provide another 25,000 places and to allocate £5m towards the cost over a period from 1974 to 1979.

1261 A new Conservative Political Centre pamphlet suggests that the main transport link between London and the proposed new airport at Maplin Sands should run along the Thames River Corridor. It argues that this would help to revive the Dockland area and would be consistent with the idea of diverting the Fleet Line east-west through dockland. (See pp 108/9 for another Fleet Line diversion proposal).

1262 District Line services are being restricted in rush hours for the next few months to enable checks to be made on about 1000 wheels following discovery of two wheels which were defective due to minute cracks in the metal. The reduced service has operated from 4-4-1973.

1263 Quite apart from the problems on the District, staff shortages have forced LT to run a reduced service from 4-6-1973 on the Bakerloo, Circle, Metropolitan, Northern and Piccadilly Lines. LT report an acute shortage of labour in London which is affecting all the service industries.

1264 Strand station on the West End branch of the Northern Line closed to passengers in the early hours of Sunday 17-6-1973 for rebuilding in conjunction with the construction of the Fleet Line. It will not reopen until some time in 1976, by which time a combined station of the Fleet and Northern Lines with the present Trafalgar Square station on the Bakerloo will have been built, which will be called Charing Cross. The present LT station of that name (Circle and District Lines) will by then have been renamed Embankment.

NEW APPOINTMENT FOR GRAEME BRUCE

It is with great pleasure that we record the appointment from 1st July 1973 of J. Graeme Bruce, B.Sc.(Eng.), F.I.Mech.E., F.I.E.E., F.C.I.T., the present Rolling Stock Engineer (Railways) to London Transport, as LT's new Chief Operating Manager (Railways) in succession to W.W. Maxwell who has been appointed a Member of the London Transport Executive.

Graeme Bruce, now aged 59, joined LT in 1935 as an engineering trainee and was appointed to the technical staff in 1937. He became section controller in charge of Northfields Depot in 1940 and was appointed Assistant Production Engineer at Acton Works in 1943, becoming Production Engineer in January 1949.

As a railway representative nominated by the British Transport Commission, Mr. Bruce visited the United States in 1951 under the auspices of the Economic Co-operation Administration to gain experience of American production methods in the transport fields. On his return he was appointed Progress and Planning Engineer. He later became assistant Mechanical Engineer (Works) and then Mechanical Engineer (Running - Railways).

In 1971 Mr. Bruce was appointed Rolling Stock Engineer (Railways), responsible to the Chief Operating Manager (Railways) for day-to-day maintenance of all LT's railway rolling stock and for the operation of the 21 rolling stock depots and the breakdown organisations.

Mr. Bruce is well-known for a number of Papers which he has delivered to various learned societies, for many magazine articles and for some excellent books on London Transport rolling stock - in particular we would mention "Steam to Silver" and "Tube Trains under London".

It is particularly pleasing to the Society to be able to report on Mr. Bruce's new appointment, for right from the very early days of TLURS he has been a good friend to us, has addressed our meetings on a number of occasions and has been of great help in a number of other ways. We have said before that the Society could not have achieved what success it has had if not been for the considerable help it has received for years from LT personnel - and Graeme Bruce has always been one of those most active in giving that help.

We wish him well in his new post - and only hope that he will be able to find time to speak to us occasionally still.

THE TIMETABLE

19.00 for 19.15 Friday 13th July at Hammersmith Town Hall.

Joint Meeting with The Channel Tunnel Association. The speaker at this meeting will be A.W.T. Daniel, M.A., Ph.D., M.I.C.E., M.I.T.A., A.C.I.T., 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. Dr. Daniel is a very well-known expert on the proposed fixed link with the continent, and his subject will be "The Channel Tunnel London Terminal".

Friday 10th August at Syon Park.

A PRIVATE VIEW OF THE LONDON TRANSPORT COLLECTION OF HISTORICAL RELICS will be held in the early evening and will be followed by A DINNER IN THE CAMELLIA RESTAURANT, SYON PARK AT WHICH THE GUEST OF HONOUR WILL BE MR. PERCY R. SILVERLOCK, PRINCIPAL ASSISTANT - HISTORICAL RELICS, LONDON TRANSPORT. Other guests from LT will also be present, and it is hoped this occasion will be supported by as many members with their wives, families and friends as possible - the Society does not have many purely social occasions, so take the opportunity while it is there. There will be no charge for the Private View, but the cost of the Dinner will be £2.50 per head exclusive of wines. Booking in advance is essential, even if only attending the Private View. Please send these, indicating whether you are attending the Private View, the Dinner or both, stating the number of tickets required and enclosing the appropriate remittance in payment for Dinner bookings, to the Chairman - P.R. Davis, 62 Billet Lane, Hornchurch, Essex, RM11 1XA. Please book as soon as possible, so that an early indication of likely attendance is available to assist the organisers.

Saturday 11th August Visit to Ruislip Depot, London Transport. Names to SE. Jones, 113 Wandle Road, Morden, Surrey enclosing a first class stamped addressed envelope.

NOTICES

The second and final instalment of "Almost a Tube" by our Past President, Alan A. Jackson appeared in the June issue of Railway Magazine.

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