

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No. 140

Volume 12 No. 8

August 1973

PROVEN SUCCESS OF VICTORIA LINE

The success of the Victoria Line has been proved beyond doubt in a highly detailed report published by London Transport in June.

Entitled "Victoria Line Traffic Study" and published by LT at £1.50, the report contains detailed results of surveys carried out by the Executive itself and the Greater London Council.

These surveys, described as "one of the most comprehensive sets ever undertaken on any urban railway", were conducted by LT in May and June 1969, a few months after the opening of the Line to Victoria, and over a similar period in the following year, together with a survey carried out at the northern end of the Line by the GLC.

The last of a series of forecasts, made early in 1969, of the number of passenger miles likely to be covered on the new line when the third stage between Warren Street and Victoria was opened, was realised within four months. In fifteen months that estimate had been exceeded by 35%. In May/June 1969 the total passenger mileage on the Victoria Line was at the rate of 165m per year. A year later, the rate had risen to 229m. During the same period passenger journeys soared by 40% from 186,000 to 260,900 a day - equivalent to an annual increase from 58 to 81m.

"The Victoria Line", says the report, "has brought drastic relief to certain sections of other Underground lines, notably on the District Line between Victoria and Charing Cross, on the Piccadilly Line between Finsbury Park and Green Park and on the Northern Line between Euston and Charing Cross."

Relief to other hard-pressed sections of the Underground brought by the new tube had included the Northern Line bottleneck sections between Mornington Crescent and Euston, between Waterloo and Charing Cross and between

London Bridge and Bank, and also on the Central Line from Leyton to Oxford Circus.

An analysis based on the 1970 survey showed that the Victoria Line had eliminated some 5,500 "car only" journeys representing about 4,000 vehicle trips a day - "a useful contribution towards the relief of road congestion." In addition, the new line had induced about 5,000 additional short-distance "park-and-ride" person trips a day.

The report comments that anyone doubting the success of the Victoria Line should have a look at the trains at Victoria or Oxford Circus during the peak periods. "He will wonder how London ever managed without this line!"

The success had not, of course, been uniform throughout the length of the Line. Traffic on the outer section had only just come up to expectations and the short-term impact on the northern suburbs had not been dramatic, but there might be a more profound impact in the longer term through an increasing awareness by local planning authorities of the opportunities afforded by the new urban rail facility.

In other respects, however, the new line had exceeded expectations. Traffic on the central area section was heavier than forecast. The relief effects on other Underground lines and on British Railways services had also been greater than expected. At the same time, the line had generated a significant amount of new traffic, which appeared to be up to twenty per cent of the total traffic on the line. The net reduction of bus passenger journeys was 34,200 a day.

One of the most significant facts emerging from the survey was the wide geographical spread of the Victoria Line's benefits - largely due to its multiple interchange facilities. No less than 60% of all the Line's passengers lived or worked in areas not directly served by the Line.

The report states that, because a somewhat fuller analysis was made of all possible sources of traffic and for this reason, it is not to be expected that in the event the traffic carried on the Fleet Line will exceed the forecast as greatly as in the case of the Victoria Line. The Fleet Line estimates are likely, therefore, to be closer to the actual traffics which will eventually be carried.

"But this does not mean" the report adds, "that the Fleet Line will be less successful in attracting passengers than the Victoria Line. It seems clear that the Victoria Line has had a special power to attract traffic in the inner area, above expectations, because of its image as a modern, fast, reliable and efficient transport facility. The Fleet Line, coming not many years after the Victoria Line, can perhaps not to be expected to have quite the same effect, but it will have similar characteristics and should make a major impact on travel through the areas of inner London which it will serve".

The report ends by pointing out that the opening in 1971 of the Victoria Line extension to Brixton had created a new situation, calling for a reappraisal of the line as a whole. Specific surveys of traffic in the areas served by the extension were now being carried out.

THE NEW GLC

Now that there has been a reasonable time for the dust to settle over County Hall (not that the Greater London Council elections raised much dust, judging by the proportion of the electorate which took the trouble to vote), and the newly-elected, Socialist-controlled, Council has taken over from the Tories, it would seem to be the time to view the prospects for London's public transport.

There is no doubt that roads and transport generally played a key part in the election campaign, and many promises were made and suggestions put forward by the Socialist candidates, while the manifesto issued officially before polling day dealt with the subject pretty exhaustively.

Knowing the marked propensity for all political parties to forget their pledges as soon as they attain office, or alternatively to twist them out of all recognition, it seems quite reasonable to put some of these on record. Thus, when the next elections approach promises can be measured against performance. But first of all it must be noted that the new Council, at its first meeting on 4th May 1973, set up a Transport Committee with the following order of reference:

Development and management within the context of overall planning objectives of all aspects of an integrated transport system, including public transport, freight, interchanges, traffic management, water transport, policing and highways,

Development control related to the above; and

Policy and financial control of the London Transport

Executive, including fares, within the budget approved by the Policy and Resources Committee.

The Constitution of this Committee is:

The Chairman and Vice-Chairman of the Planning Committee; the leading opposition member on that Committee; and 19 other members of the Council.

The Chairman of the Committee is Mrs. Evelyn J. Denington, Socialist member for Islington Central.

So far, so good; in an interview shortly after her appointment, Mrs. Denington said that there would have to be an operating subsidy for London Transport "of course" and that she was considering hourly all-night buses for night workers to stop them commuting into London during the evening rush-hour. She was also concerned with the integration of the London railway system, including the taking-over by LT of all the commuter services into London even if ownership of the British Railways lines remained with them. Other of her ideas were to keep carparks closed until 10.30 to make them useless to commuters; to drive juggernauts off the streets unless they were delivering in London.

Well, we shall see; Mrs. Denington's thunder on one point was stolen by the new Leader of the Council, Sir Reginald Goodwin. It had already been said during the campaign that a Socialist Council would scrap the Ringway plans, and this was pledged again as soon as the election was won - a very sensible decision indeed.

Now for the other pledges, promises and suggestions.

Sir Reginald Goodwin pledged a Socialist Council to bring into use the railway from Blackfriars to King's Cross; they would also develop the suburban ringrail system which they would complete with a tunnel at the Isle of Dogs. He also said that a new public transport authority was needed to combine the Underground, rail and bus services in the London area. In view of the existence of the LTE, already controlled by the GLC, this last suggestion seems to be beaurocracy run wild; why not expand the Executive to cover railways owned by BR, at least as far as handling the commuter services?

Subsidised fares have also been promised, plans exist for a flat-fare system, also free travel has been mooted; this scheme will be put to an early test, as LTE announced on the 14th June that they were seeking a substantial fares increase early in 1974.

This move is not thought to be very popular with the GLC, and should prove interesting in its resolution.

Many other ideas were put forward by candidates - one of these, to extend the Underground from Hainault to Collier Row and Harold Hill, was reported recently in these pages - but the main policy plans noted above are the really important ones. When Mrs. Denington was interviewed by LT News she said that her ambitions was "to restore London Transport to that place in the life of London it once held - and lost through no fault of its own".

This is an eminently praiseworthy aim - but the GLC must not start interfering with the general running of the LTE - for politicians and transport administration do not mix. One disturbing incident points the danger; LT have leased Telstar House to bring together their staffs now scattered all over London - and have been criticised for doing so by Sir Reginald Goodwin. He should have kept his mouth shut, and his nose out of what is a purely administrative matter. It is a very bad start and it is only to be hoped that Goodwin is capable of improving his standards to the extent that he stops trying to make party political capital out of a London Transport domestic matter.

In conclusion it must be reported that the new Transport Committee has set up four area boards, each consisting of six members other than the Chairmen and Vice-Chairmen of the Transport and the Planning Committees who are ex officio members. These boards are to have wide powers to examine and report on all road, policing, traffic management and public transport development proposals, including those of London Transport, of a local nature within or affecting their areas.

TOO FEW TRAINS - TOO MANY PASSENGERS

It is something of a disaster that, at a time when public transport is getting the biggest boost it has had for years, London Transport should be compelled by circumstances beyond their control to reduce services on nearly every line. This, at the height of the tourist season and in a heat-wave does nothing to boost the LT image, nor to make the principle of public transport more acceptable to the car-worshippers.

The reasons for the reductions are two-fold - shortage of staff on nearly all lines, coupled with a shortage of trains on the District due to the necessity to withdraw most of the cars in turn

for checking the wheels for cracks. Staff shortage (which, to make matters worse, affects the buses as well) is caused partly by rates of pay not being competitive with other jobs in London, and partly by the necessity for shift-working - split turns playing a part in the problem too.

The shortage of trains on the District is being felt in no uncertain manner; travelling in the rush hours, particularly the evening peak, is acutely uncomfortable now, the degree of discomfort increasing with the temperature - but the wheel faults which have developed, and only come to light recently, are something for which LT cannot take the blame - although it is they and their passengers who are suffering. One of our correspondents has commented on the illogicality of the continued scrapping of the District Line cars made surplus when trains were reduced to seven cars, at a time when the number of trains has been reduced, and he suggests that they should be brought back. Unfortunately this is not quite as simple as it looks; the programme for reduction to seven cars was almost completed before the wheel faults became apparent, and to restore the missing cars to bring trains back to eight cars would not be easy from a technical point of view - and there is another snag. It is understood that the unions now insist on a stationman being on every platform at all times if eight-car trains are run on the District; and with a serious shortage of staff, that is not always possible. Whether the attitude of the unions can be justified on safety grounds is rather doubtful, but there is no doubt at all that the suffering passengers would be in favour of restoring the missing cars; as long as this insistence on manning continues there is nothing LT can do - presumably having agreed to the conditions some time ago.

NEW PROTOTYPE TUBE TRAIN

Some time ago a general specification was sent out to a number of firms, including some in France and West Germany, giving LT's basic requirements for their next generation of tube rolling stock. As a result of the designs submitted, Metro-Cammell Limited of Birmingham were awarded the design contract in December 1972, and LT are obtaining GLC approval for the placing of an order for a prototype train of eight cars (two 4-car units).

For obvious reasons the new train will be of similar shape and dimensions to existing tube stock, but LT is hoping to

obtain in the new stock:

- significantly improved riding qualities
- better ventilation and heating
- reduced noise level
- substantial weight reduction
- improved automatic control
- even greater operating reliability
- cleaner car interiors

The total cost of the prototype train and its development and testing will be about £2m. It is hoped that the new train will be delivered in 1975, so that it can be tested for about two years before bulk orders have to be placed. The new stock will be needed from 1978 onwards to replace the remaining pre-war tube trains and for the later stages of the new Fleet Line.

The test period of the prototype will include some time spent in passenger service - so the public will get an opportunity to try it out, and it is to be hoped that LT will ask for their reactions before placing the first orders.

REVIEWS

Exhibition

Banner Bright; Whitechapel Art Gallery; 25 April to 11th May 73.

This exhibition of colourful trade union banners had one magnificent example of "Underground" interest. This was the banner of the Associated Society of Locomotive Engineers, Motormen, Firemen and Cleaners (Southall Branch) c.1921. As well as GWR trains (including the famous 'North Star'), there are fairly accurate illustrations of Central Line multiple stock of 1921, with GWR express in background and a Metropolitan "Camel Back" loco with the number "21". The reverse side of the banner has a picture of early District electric cars, but as the banner has been repaired at this point, it is difficult to ascertain which stock.

A colour reproduction of one side of this banner appears in an article in the Observer Sunday Magazine for 22 April 1972 (p 31).

Booklets, Reports, Etc.

Railway Accident Report; Report on the Accident that occurred on 26th January 1972 at Edgware Road. 6 pp 13" x 8¹/₄", with sketch plans of the trains and the site of the accident.
Her Majesty's Stationery Office; 32p.

The accident occurred at about 10.40, when a 1938-stock Bakerloo train (one 1927-stock trailer) ran into another train of similar composition which was standing in the north-bound Edgware Road platform. Three cars were damaged beyond economical repair, but no passengers were injured, and two members of the staff returned to duty after being examined in hospital.

The first train was running late because of a sticking door, which the guard had to close manually at Marylebone and Edgware Road. It was about to leave Edgware Road when the second train ran into it. The line was reopened for traffic at 04.30 the next day.

The Inspecting Officer concludes that the driver of the second train, having passed a signal at danger under the "Stop and Proceed" rule, drove his train at such a speed that it could not be stopped short of an obstruction, contrary to the Rule.

He recalls that, during the past twenty years, there have been Public Inquiries into seven train accidents on LT Railways, of which three were into collisions following the application of the "Stop and Proceed" rule. After examining the number of occasions when the rule had to be implemented during a four-month period on the Bakerloo Line, he concludes that such a rule must be retained in order to prevent the entire dislocation of the service by one failure.

He recommends:-

(i) That LT motormen be given training in this rule, either in the tunnel or on a suitable simulator.

(ii) That consideration be given to fitting an automatic governor on the train which comes into operation when a red signal is passed. This already happens (in effect) on the Victoria Line, because of loss of code, and LT is also considering fitting it to the 1973 (Piccadilly) stock.

(iii) That motormen be instructed to turn off the cab light when implementing this rule, or driving into a dead-end siding.

Incidentally, Government publications seem to be immune from price restraint, as the last report reviewed in this Journal had eight pages and cost 16p.

There are references to this accident and its effects on rolling stock in Underground, Volume 11, pp 37, 79 and 139.

Save the North London Line; 13 pp fcp duplicated
 NLL1 - Cost-Benefit Analysis of the North London Line
 (Richmond-Broad Street); 3 pp, A4 lithoed
 NLL2 - The Environmental Effects of Closing the North London
 Line: 2 pp, A4 lithoed.

These three publications of the North London Line Committee together provide a valuable contribution to the propaganda literature aimed at keeping the line open. The first named document is the most important, presenting a fully reasoned argument for the retention of the line despite the alleged loss it makes according to BR - on the grounds that the loss to the public in wasted time and in the provision of alternative services would be far greater than the amount BR would save by closure.

Wholly constructive in their approach, the NLL Committee are to be congratulated on many of their suggestions to improve the usage of the line, some of which would be very cheap to implement, while others would cost more but could easily justify their cost in a very short time.

Reference is made in this brochure to the absence of the NLL from the LT map and the recent attempt by certain "pirates" to affix to station route diagrams professionally produced stickers showing the line; LT's response was to remove these stickers immediately, saying that they overcrowded the map. A reproduction of the diagram with the line superimposed shows quite conclusively that this is not so.

Charles E. Lee; The Piccadilly Line; 28 pp + 13 pp plates, 8 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ " including a route map; London, 1973; London Transport; 25p.

The latest of Charles Lee's revisions for London Transport of his earlier line histories ; the earlier version will be known to our readers already. This issue under its new title is updated to include the Heathrow Extension and the station improvements in hand at South Kensington and planned for other stations. Anyone owning the original version will, of course, have in that the bulk of the information contained here, but they may well feel that this issue is good value for money and worth buying to be fully up to date.

Traffic and the Environment and Urban Transport Planning; Memoranda of Evidence from The Royal Automobile Club to the Greater London Council and to the Expenditure Committee (Environment and Home Office Sub-Committee) The House of Commons; 16 pp including cover 8 $\frac{1}{4}$ " x 5 $\frac{1}{2}$ "; London, 1973; The Royal Automobile Club; no price stated.

This booklet, as its title indicates, is a reprint of two sets of memoranda prepared by the RAC for special enquiries. As is perhaps inevitable, the evidence is strongly in favour of the motorist - unrealistically so to some extent, such as support for the construction of the ringways now abandoned by the GLC, opposition to bus lanes and objections to increased parking controls - but they do approve of proposals to encourage park-and-ride travel. Useful as an exposé of the road lobby's lines of thought, but contributes little to solving London's problems.

P. Mallaband; The Electric Multiple Units of British Railways 1972; 8 $\frac{1}{4}$ " x 6"; 80 pp; London, 1973; The Electric Railway Society; 50p.

A very useful brief summary of the electric stock owned by BR, with lists of numbers, including alterations in some detail - and including the Isle of Wight stock. Clearly lithoed from type-written text, and with an A4 size list of late additions and amendments. Recommended.

London Transport 1972; Annual Report and Accounts of the London Transport Executive for the year ended 31 December 1972; 44 pp 11 $\frac{3}{4}$ " x 8 $\frac{1}{4}$ " illustrated in card covers; 50p.

It is not proposed to deal with the contents of the LT report for 1972 in these pages due to pressure on space, but readers must be informed that it is as interesting as is usual, and this year it is particularly well produced. Printed on art paper throughout, and well illustrated with photographs, maps, graphs and diagrams - all of which are in full colour - it is good value for anyone wishing to keep up to date with LT matters.

Television

Horizon - Do We Really Need the Railways? BBC 2; Thursday, 14 June 1973 at 21.25.

This programme was a good general review of the state of the railways and of the opposition to them, which dealt in the main with BR and not LT. Enjoyable, informative and well photographed.

LETTERS TO THE EDITOR

4.6.1973

Dear Sir,

I write in the hope that a comment on an 'Underground' item may not be too late after a mere eleven year interval. Volume 1 referred twice to the Kingswood branch of the Wotton Tramway. The first article referred to a cut back by the Met. to Moat Farm, while the second asked for dates, but I do not remember seeing any further information published. Moat Farm is also used as the name of the branch of Mr. Gadsden's book - 'Duke of Buckingham's Railways'.

I have a portion of an Army Manoeuvre Map, scale $\frac{1}{2}$ " to 1 mile, published by the O.S. for 1909 manoeuvres just outside the area of the Brill Branch, and noticing that it showed the Kingswood Branch, I decided to plot its course on larger scale maps, as there are sufficient natural features on the $\frac{1}{2}$ " map to enable this to be done.

I first did this on a 1951 edition of the $2\frac{1}{2}$ " map No. SP.61, and then checked this against likely field boundaries on 25" map Bucks. No. XXVII.6 (1920 edition) which shows Church Siding finishing at Church Farm (and not at Manor Farm as stated in the above book) and which covers most of the branch route except the Kingswood Lane terminus (this would be on sheet XXVII.2, which I do not have).

If the 1909 map is correct, then the line did not go near Moat Farm, but bore north-west by Yeat Farm to terminate just south-west of the only stream that crosses Kingswood Lane anywhere in that area, this stream appearing on all three maps. Strangely, the crude sketch map in the November 1899 Railway Magazine shows no northward stub at all, yet the line is supposed to have been in existence at that date.

Now may I ask if any members can assist with two Met. queries. First, I have a vague childhood memory of a penny-in-the-slot machine on Baker Street station which dispensed two brands of evening papers (probably the two small ones, Star and Standard) - it was on platform one, between the present W.H. Smith's kiosk, and the shop which was occupied by Walton's; the period would have been probably 1934 to 1938; never having seen one elsewhere, nor reference to this one, has anyone a more detailed memory of its presence there?

Secondly, I have a note that at a departmental meeting of the

Operating Manager (Railways) in August 1951, there was a proposal to run two buffet cars on the Metropolitan Line. Was this possibly just a routine follow-up of a letter from a member of the public (either to L.T. or to a newspaper), or was it a serious proposal by someone with authority in L.T., and if so, how near to achievement did the proposal come?

On a personal note, the Met. Museum in a railway coach that I wrote of earlier ('Underground', 1971) did not eventuate; I was offered a steel-bodied coach very cheaply, and it would have been ideal, but transport and positioning of it made it financially prohibitive; however, my house is adequately large, and one room is now the transport library and map room and is nearly complete, while a smaller room is becoming a museum, although only about half of the Met. relics that I brought to Australia have yet been mounted, and there is probably a further year's work before it is really ship-shape (if one can use that word about a railway museum!)

'Metro-Land',
8, Dowling Place,
Orelia,
Western Australia, 6167.

Yours sincerely,
Peter Densham

09.06.73

Dear Sir,

I can understand the bitterness of the Editor's attack on the GLC's decision over keeping lifts at Russell Square.

This is an area where lots of hotels are going up and the new station should be capable of handling many more passengers; also the station should be in the square, not down a side road - many people must use Holborn, as you have to look for Russell Square station to find it.

Another station that will need lifts replacing as the area is redeveloped is Covent Garden; as a principle, no station in or on the Inner Circle should keep its lifts, and some other stations a bit further out like Elephant and Castle should lose theirs.

Remember a modern transport system is the sum of all its parts, not just trains, however regular or comfortable.

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

Yours faithfully,
E. Picketts.

4th July 1973

Sir,

DIAGRAMMATIC MAP OF LONDON'S RAILWAYS

I have read the leading article in the July issue of Under-ground with interest. Regarding the colour of the Piccadilly Line, any woman will say that all men are colour-blind to a greater or lesser degree, but on my copy of the map, the Piccadilly Line is in its normal dark blue, perhaps with a greater degree of red added than usual. I feel that you are being slightly unfair when you say "no attempt has been made to give any indication of the actual BR services" - surely some attempt has been made to show how the services run, as evidenced by the numerous sections of Southern Region line where two or three parallel lines are shown. The distinction between "peak only" and "other" services is also useful.

Whilst I agree that the new diagram is well done as a diagram I do not entirely share your enthusiasm:-

(i) What was wrong with the old "London" map, which not only showed all the BR and LT lines to scale, but also included bus and coach roads?

(ii) One gathers that this map was intended as an answer to the campaign for the North London Line to be added to the Underground diagram. I find the North London Line difficult to follow from the new diagram. Why could it not have been printed with a distinctive colour or symbol? (Possibly the South London Line, too).

(iii) On the Underground lines, there is inconsistency in showing the broken lines for services at "peak hours or certain times only". Surely the Met service between Whitechapel and Barking, the spur to Aldgate, and the Piccadilly service between Rayners Lane and Uxbridge qualify for broken lines too.

(iv) Why cannot the stations closed on Saturdays and/or Sundays be shown precisely, and why cannot Turnham Green be shown as having Piccadilly Line trains calling there sometimes?

(v) There is inconsistency in the lines shown as "Under Construction", with the Piccadilly Heathrow Extension included but the Fleet Line excluded.

On a more general question, I have often thought that there should be a system of route numbering applied to the Underground

map to show where the through services run. On a recent Saturday when there was a long gap in the Richmond service due to vandalism, I heard an American couple at Sloane Square station talking of going to High Street Kensington for a Richmond train. This may seem absurd to those in the know, but there is nothing on the map to show that you can't get a train from High Street to Richmond. I appreciate that there are difficulties in route numbering because the pattern of through services varies, but perhaps the worst of the ambiguities could be removed if the Hammersmith & City and Edgware Road-Wimbledon services were given distinctive colours.

Yours faithfully,

Perivale, Middx.

D.F. Croome

Editor's Note

A number of letters have been received during the past three months which it has not been found possible to publish due to pressure on space. Space will be found for these as soon as possible.

NEWS FLASHES

1265 The new, widened, pavements in Oxford Street are having to be narrowed again at certain points in connection with the building of the Fleet Line. This is necessary to enable the Post Office to resite their telephone cables and installations beneath the street between Duke Street and James Street. The work commenced on 1st July and should be finished by November.

1266 The whistle from a Met loco, either L48 or L52, is now mounted on a Tasker traction engine, Works No. 1928, registration number 932 GRO, built 1928. Our member Chris Gooch purchased the whistles from both engines when they were withdrawn and it has long been his wish to get one into working life again. The engine is kept at Amersham, and it is planned that it will be at the following rallies in the next few weeks:-

Knowl Hill, near Maidenhead 11/12-8-1973

Gaddesden Row near Hemel Hempstead 25/26/27-8-1973

Marsh Gibbon near Bicester 1/2-9-1973

1267 New North London Line publicity includes leaflets issued from each station; each leaflet has the name of the issuing station and 'Your local station on the Crosstown Link . . . We are here, where are you?' with a street map showing the locale of the particular station. Inside are details of specimen services and a route map. Rail interchanges and bus connections are also shown.

1268 A campaign has been started for the re-opening of the BR line between Highbury and Islington and Stratford, together with the intermediate stations at Hackney, Homerton and Victoria Park. Stickers have been issued showing the route and the inscription, "The Missing Link" and "Re-open this line NOW!"

1269 The Government is to contribute £1m towards the cost of converting 35 Circle and Hammersmith & City Line trains to one-man operation. These are the C69 Stock trains which entered service in 1970-71, and they were built for easy conversion. The total cost is expected to be about £1,380,000 and the work should be completed by 1975.

1270 The lease which LT has taken of Telstar House is for 45 years from 24-6-1973. The building has 12 floors and 76,000 sq. ft. of office space, plus a parade of shops and a pub. Rent being paid is over £450,000 per annum and the property will be used to bring together LT staff now scattered in small offices all over London, and the extra staff needed for the 20 year modernisation scheme. First to move in are expected to be the wages staff who will move from Baker Street in the autumn.

1271 While appearing at the Wimbledon Theatre, Marlene Dietrich switched to travelling by Underground from the West End because the journey only took her half-an-hour instead of the hour-long journey by road.

1272 The new bus station at Stratford came into use on 16-6-1973; at present to be used by routes 230, 238, 241 and S1, and short-workings by routes 25, 86, 169A and 262. Once the new road plan for the town has been completed it will be used by all buses serving the centre of the town - thereby making a much-improved bus-Underground-BR interchange.

1273 The platforms at West Kensington station are being rebuilt; this work is in progress now, but the planned reconstruction of the whole station is not likely to take place now. It had been necessary because of motorway plans for the now-abandoned ring roads.

1274 All the rail unions have accepted the £1 + 4% pay offer made by LT.

1275 Police Constable T. Orchard of the LT area, British Transport Police, age 26, has been awarded the Whitbread Trophy for his courage in confronting, single-handed, a 200-strong shower of hooligans at Victoria, to rescue an old lady who had been knocked down by the mob.

1276 Work is about to start on a bus station with two island platforms and passenger shelters in the forecourt of Golders Green station.

THE TIMETABLE

Friday 10th August Private View of the London Transport Collection at Syon Park, to be followed by a Dinner in honour of Percy R. Silverlock, Principal Assistant - Historical Relics, London Transport. Full details appear in the July issue - p 116. Members wishing to book must do so immediately - the private view is free but tickets will be needed; the cost of the dinner is £2.50 per head exclusive of wines. Apply for tickets, enclosing remittance for the appropriate number of tickets ordered if attending the dinner, to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

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

19.00 for 19.15 Friday 14th September at Hammersmith Town Hall; A Paper will be presented by Percy R. Silverlock, Principal Assistant - Historical Relics, London Transport on "Problems of Preservation of Transport Relics". This paper will be an illustrated one and, following upon the visit to the Collection on 10th August will be a very interesting follow-up to that event.

Saturday 22nd September Provisional - subject to confirmation. Visit to Richmond Signal Box; do not book yet - just note the date, and see The Timetable next month.

19.00 for 19.15 Friday 12th October at Hammersmith Town Hall; the President's Address for 1973 will be presented by Charles F. Klapper, FCIT., FRGS., when the subject will be "Circle Railways and Ring Roads - have they a role?" Mr. Klapper, so well known as a writer and lecturer on transport matters, has chosen a highly topical subject for his presidential address and a very illuminating evening is guaranteed.

THE TAIL LAMP

Overheard recently on an Uxbridge-bound train between Ruislip and Ickenham:

"See that new line connecting this one with the old Central? Well, that's where the Fleet Line trains are going to come from Stanmore".

Our reporter indicates that the two people concerned appeared to be otherwise normal young teachers.