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SABOTAGE

A most disturbing report in the Press indicates that funds will not, after all, be made available for the Manchester underground line. It is said that, although the scheme has Department of Environment approval, the Treasury is blocking the funds on the grounds that public expenditure has to be curtailed.

This is probably true, but it is a scandal if it is, and has serious implications for London as well as the rest of the country - for financial consent is awaited for the next stage of the Fleet Line (and has already been delayed for far too long), Tyneside has an important scheme, and there are a number of others in the public transport field which need consent and funds.

The theory that the Treasury runs the country is not a new one; Professor J.R.Jones in his recent book "The Revolution of 1688 in England" makes the comment "Clifford was the first politician fully to realise and exploit the fact that power in politics depended primarily on possession of the Treasury". Things have changed little in 300 years, except that, politicians not being what they were, the real power of the Treasury now lies with the civil servants and outside advisers, not with ministers.

It is time this power was broken: in view of the lip service paid by the Government to the encouragement of public transport, the public purse should be opened in unison with the public mouth.

One cannot help wondering whether the minions in Great George Street, all having cars, are trying to conserve the resources at their disposal for the construction of more motorways.

Well, it is a thought.

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SOME NAMES AND DISTANCES, 1912-15

A Note by
B.J.Prigmore

The District Railway Tables of Distances accompanying the December 1912 Rule Book are interesting. Distances are given as "Centre to Centre of Station", and Mansion House to Uxbridge is given as 21.646 miles - the third decimal place implying that the distance was known to closer than plus or minus about three feet! Mansion House to Barking is 8.424 miles, so the longest continuous trip in the same direction (but which could not be made by a through train) was 30.07 miles - not bad for nominally urban transport in 1912.

It is worth adding that Hounslow Barracks (now Hounslow West) was 14.971, Richmond 11.269, Wimbledon 10.560 and Ealing Broadway 10.846 miles from Mansion House.

The London Electric Railway Tables of Distances dated March 1915 are more sensible in going to but two places of decimals, and more interesting as showing what was in mind and in planning even at that early date.

The Bakerloo Line table even then went to Watford (20.82 miles from Elephant & Castle), whilst Westminster Bridge Road, Embankment and Great Central were the 'then' names for Lambeth North, Charing Cross and Marylebone. Elephant to Queen's Park is 6.80 miles. From London Road Depot Signal Box (the writer thinks this was also the tunnel mouth) to Depot Junction is 0.28 miles.

The Piccadilly Line table went from Finsbury Park to Hammersmith (8.89 miles, including Earl's Court to Baron's Court 1.00 miles) and on to Richmond (13.69 miles). The writer hazards a guess that in the end the Piccadilly went to Hounslow because the Underground group owned the whole route and could alter its platforms to suit tube and surface trains: to persuade the LSWR to alter Richmond branch stations when the LNWR would also need keeping happy might have been a bit much!

It also emerges that Holborn-Aldwych (centre to centre of platforms) is 0.34 miles - and Aldwych was then called Strand; and the centre of Hammersmith station to the entrance

of Lille Bridge Car Sheds was 1.07 miles.

The Hampstead Line tables give, from Golders Green, Charing Cross (Strand) as 5.93, Charing Cross (Embankment) N.Bound, 6.09, and Charing Cross (Embankment) S.Bound, 6.33 miles. Since there was only the one, today's northbound, platform at Charing Cross (Embankment) it is presumed that the shorter distance is via Strand crossover and wrong road to Charing Cross (today's names) and the longer, via Strand southbound and the Charing Cross loop. Authoritative comments on this are invited.

From Highgate (now Archway) to Camden Town is 1.77 miles - then including South Kentish Town.

The table contains the names, but not the distances (only space for them) of Woodstock, Hendon, Colindale, Burnt Oak and Edgware, reinforcing what is well known about the intended name for Brent, but emphasizing that Hendon Central was not then envisaged.

The table was probably intended to assist assessment of car mileage, since Highgate to Golders Green via Mornington Crescent (where there is a crossover) is given as 6.00 miles.

The Central London Railway (not 'Line', be it noted!) had sidings, each logged as 0.125 miles, at British Museum, Marble Arch and Queens Road, and 0.167 miles at Liverpool Street. In addition, there are discrepancies of 0.01 mile between a few eastbound and westbound interstation distances, e.g. 0.39 and 0.40 miles between Bond Street and Oxford Circus. The Wood Lane loop arrangement accounted for Shepherd's Bush to Wood Lane being 0.54, and on to Shepherd's Bush being a further 0.56 mile.

On the table are Ealing and Shepherd's Bush names, Erconwold Street, North Acton and Ealing, the first being the name of the road crossing the railway at East Acton station: distances are not given.

Finally, the City & South London Rly. (sic) table gives from Camden Town to Clapham Common (8.34 miles), Camden Town to Euston being 1.06, and the operating route, Euston to Clapham Common, being 7.28 miles.

The route included City Road, and Clapham Road (now Clapham North).

The tables were lent to the writer for a few days: they are not available for further perusal.

REVIEWS

Books

Peter Haining; Eurotunnel - An Illustrated History of the Channel Tunnel Scheme; 144 pp, 11 $\frac{3}{4}$ " x 8.1/4" in paper covers; London, 1973; New English Library - Times Mirror; 75p.

This is a journalistic type of publication, profusely illustrated, and extremely good of its kind despite a few blatant errors in the text - to which journalists seem prone even when writing more permanent works.

The book consists very largely of extracts from reports, correspondence, newspaper articles and speeches of other days, and it traces the development of the Channel Tunnel Scheme, not right from its origins in 1802, but from a slightly later date. Not only are the extracts important, but the illustrations, which occupy about half the available space, are of the greatest possible interest, including as they do many which have not seen the light of day for many a long year.

There are, of course, references to Sir Edward Watkin's involvement with the Tunnel, and a number of illustrations are included of Colonel Beaumont's boring machine - also one of his compressed-air locomotive used in the workings - which reminds your reviewer that a similar engine (surely not the same one?) ran experimentally on the District Railway, and on the South Eastern, in 1880.

Admittedly of peripheral interest to the Underground enthusiast, but a by no means negligible contribution to the available literature on tunnelling. Can be safely recommended to those interested in its specific subject.

O.S.Nock; Underground Railways of the World; 288 pp; over 180 illustrations; 10" x 7 $\frac{1}{2}$ "; London, 1973; Adam & Charles Black; £5.00.

This is a curious hotch-potch of a book. As the author frankly admits in the preface, he has written the book on the basis of personal acquaintance with the underground systems concerned, so that the coverage is highly selective, and only fourteen different underground systems are described. Of the 22 chapters, 11 chapters and parts of two others are devoted to London Transport and its predecessors, plus one on the Post Office Tube. The development of the London system is covered in some detail, from the construction of the first section of the Metropolitan Line to the present day. As may be

expected from the author's professional experience of signalling, particular attention is given to the development of London Transport's signalling methods, and there are good biographies of figures such as C.E.Spagnoletti, Sir Henry Oakley, Granville Cunningham and B.H.Peter, plus successive Underground Group and L.T.Signal Engineers. The exposition of technical matters such as mechanical interlocking frames and the construction of the Rotterdam Metro are well done, as is the description (and explanation of the significance) of the signalling changes introduced with the electrification of the District. The impact on the London scene of J.S.Forbes, Sir Edward Watkin and C.T.Yerkes is well covered.

The chapter on the Glasgow Subway is wholly concerned with the days of cable traction. The map is identical with that in "The Glasgow Subway" (Thomson & Sinclair, 1964), and four of the illustrations are the same as in that booklet, with identical wording for the captions of two. Incidentally, the "false start" in 1896 was not due solely to the pressure of traffic, but also to a breakdown and an accident.

There is no doubt that the book would have been improved with more careful editing. Apart from the odd errors of spelling and grammar, there are some errors which would have been revealed by cross-checking within the book. For instance, on page 129 he says that Sir George Gibb was succeeded by A.H.Stanley in 1907, but on page 157 correctly states that the succession took place in 1910. Again, on page 129, he stated incorrectly that the Central London Railway and City & South London Railway were absorbed into the LER, but on p.166 correctly states that they were still separate companies until 1933. There are other errors of fact or interpretation - there is not space to list them all - the original Waterloo & City trains were not multiple-unit but "direct-control" (and it is somewhat startling to read the 1900 Dick, Kerr motor cars called "fine new coaches of very modern appearance" - surely he hasn't mistaken the 1940 stock for the 1900?); there are three, not one, Paris lines with rubber-tyred trains; the four-wheeled, third-class steam stock on the District seated 50 passengers, not 180, and a nine-car train seated 430 (according to Charles Lee) not 400. To say that Yerkes' control of the District did it no good, or that he neither knew nor cared about safety considerations is to flay in the face of the facts, whilst two sentences are worth quoting verbatim - "Although the various electric tramway systems around London were also mostly under Sir Albert Stanley's

managership, even before the outbreak of war in 1914...."(p.157) and "For to assist in keeping the atmosphere fresh the (London) tubes are hosed down every night." (p.186).

The illustrations deserve a review to themselves. Although many of the photographs are familiar, there are other most unusual ones. In particular, there are several views of signalbox interiors in the days just after electrification in which the line diagram can be clearly seen, although the views would have been more valuable if the caption had included the date. Many of the maps and plans have been reproduced from the "Railway Gazette" so that they tend to show networks as they were when opened, and not as they are today. Some plans are of great interest, such as those of the two principal stations on the Post Office Tube, or of the Paris Metro lines under the Place de l'Etoile.

In short, this is an idiosyncratic view of London Underground history, plus some adequate descriptions of selected overseas undergrounds, strong on technical description of signalling and civil engineering matters, with some unusual photographs. There is a handsome original coloured illustration on the dust cover of the Inner Circle line near Smithfield in steam days.

Magazine Articles

B.G.Faulconbridge; Railway Companies and their First Aid Medals; In Coins, Volume 10, No 10, October 1973.

Studying the Underground in all its aspects means many a diversion into byways not usually traversed by the railway enthusiast, and this is such an excursion.

The railways gradually came to realise that it was to their benefit if their staff had some knowledge of first aid, and so they began, slowly at first, to give active encouragement to such of their personnel as trained in the subject.

The Midland Railway were the first in the field, and they started a class in 1877; the Great Western began one at Paddington later in the same year, and the popularity of these was such that the other companies followed suit in such numbers that the St John's Ambulance Association (which had only been formed itself in 1877, but had run the railway's classes from the start) organised the first competition for the Inter-Railway Challenge Shield in 1897. The earliest medals for first aid

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traced were issued in 1894, and the custom of issuing these medals, and certificates, continues today.

The article now reviewed gives a succinct but detailed history of the movement on the railways of Britain, and then continues with descriptions of all the known medals issued; this descriptive part of the article is in twelve sections, each devoted to a company, and two of the longest deal respectively with the Metropolitan Railway and the London Transport Executive. There are a number of illustrations of medals to support the text - two of these being of LT subjects.

Exhibition

Model Railways Exhibition; Central Hall, Westminster;
23rd August-1st September 1973.

This largely commercial exhibition was well up to standard this year, but did not have a great deal of direct interest to the Underground enthusiast on show. A number of the trade exhibitors had new material to offer and the overall selection seemed even greater than usual.

An excellent display of cigarette and other trade cards on the stand of The Cartophilic Society of Great Britain Limited was devoted, not unnaturally, to railway subjects and a number of the cards in the - in many cases rare - sets on show had Underground subjects.

Amongst the models on display in showcases was a rather delightful one of the Metropolitan O-6-4T "Robert H. Selbie" from the Collection of N. Lyster-Binns. This was in OO gauge, and undoubtedly the smaller gauges now hold most of the market now - O or larger is very much the exception rather than the rule.

In view of the known number of Underground models in existence, many of them of a very high standard, it is a very great pity that it is only possible to see them one or two at a time. Perhaps this is something that the Society should give its attention to - a small display of the models with an Underground interest would be a real attraction to the London enthusiast, and, being a much smaller display than the other exhibitions, could well be an even more enjoyable social occasion than these can be.

LETTERS TO THE EDITOR

(An attempt to catch up with some of the unpublished correspondence - Editor)

Dear Sir,

Whilst travelling on the Bakerloo Line I noticed that motor car 11126 (south end) had the guards pilot lights one on either side of the ventilation grille. The control panel had two square aluminium plates where I presume the lights had once been. This car was not ex extra-heavy overhaul, and so I ask whether this is to be continued on other cars of the 1938 stock.

I have also heard that the weak field flag switches on the same stock are being removed on the next overhaul.

Yours faithfully,

85 Clitterhouse Road,
London, NW2 1DL

J.C.Clarke

Sir,

In reply to Mr.Clarke's query in the May issue of the Journal, I can confirm that car no 012339 (not ..399) with the bench seat conversion was still running last week, by which time all 30 of the 1972 Mk I tube stock had entered service. This means, presumeably, that it will be with us at least until the Mk II stock arrives. It was, to all appearances, a trailer and not an n.d.m.

The "observation car" (10306) which used to be seen regularly on the Northern Line may well have been withdrawn; I certainly have not seen it for some while.

Both these small problems indicate, I think, that it would be useful to have a complete listing of stock changes, if a disproportionate amount of time is not involved in drawing them up.

On another small point, I wonder if anybody could tell me why one of the 1972 Mk I trains is already running in a peculiar pairing, that is 09 x 11? Could this be related to an incident at Bank earlier in the year when a southbound rush hour train of the new stock left the station without the doors of the front portion having opened and with the passengers inside unable to leave and those outside unable to get in?

Yours faithfully,

15 Woodfall Avenue,
High Barnet, Herts.

M.R.Lewis

13th May 1973

Dear Sir,

I was very interested to read Mr.J.C.Clarke's letter in the May issue of Underground concerning suggestions for subjects for booklets to be published by TLURS.

Regarding some of these suggestions, I can supply dates of some of the maps of the Underground system as I have maps issued in 1902, 1922, 1924, 1925, 1926, 1928, an original Metropolitan Railway map, date unknown as it was taken, I believe, from "Metroland", and I THINK I have a copy of every map issued since 1938.

Track Mileage I can let you have the distances between every station London Transport operates trains.

Depots, Sheds, etc. I don't quite know what Mr Clarke means by this, as I thought everybody knew where the London Transport Railway depots and stabling points were. Still, if they don't, again, I can tell you.

Track Diagrams Here again, I can come to the rescue, as I have diagrams of practically the entire railway system, albeit not to scale.

Historic Map A historic map was published way back in 1946 in a Railway Gazette publication entitled "Improving London's Transport", of which I have a copy. It was also published in another publication the name of which escapes me at the moment, but again, I have a copy somewhere amongst my collection of Elteana.

So here you are. The nucleus of some booklets if you want it.

Yours faithfully,

30 Playfield Crescent,
London, SE22 8QS.

S.W.Lemm

June 28 1973

Dear Mr. Davis,

I would like to comment about the new color scheme of London Transport in light of experience I have seen with similar colors here. For example, the Massachusetts Bay Transportation Authority (Boston) had a color scheme in 1965 which was white and gray with yellow doors. It was shortly

abandoned as being a safety hazard and because of the difficulty of keeping the trains, trams and buses clean. Also some comments were made about the yellow doors by the riding public calling one line "the yellow banana line" because the trams of that colour always seemed to travel in bunches. After the termination of this unfortunate color scheme, MBTA commenced painting its trams green, its subway trains red, blue and orange designating the lines on which the cars traveled, namely the red, blue and orange lines as shown on the maps, and its buses white and silver (which I think is still an unfortunate choice). As for insignia, the craze for "doo-dads" is rampant here: I'm not surprised by LT's catching the disease. I rather liked "Underground" on the cars and I'm sorry to see its elimination.

Yours truly,

72-10 37th Ave., Apt.324
Jackson Heights, NY 11372,
USA.

Samuel R.Ganczaruk

3rd July 1973

Dear Sir,

I have not seen any reference in the Journal to a feature of the new Circle Line stock although I may have missed it. This is the provision of brackets within the double windows to carry 'No Smoking' notices. It was certainly not mentioned in the descriptive article in your November 1970 issue. I would be interested to know why the conventional method of indicating the prohibition has been abandoned on this stock.

One other point which may be of interest is the flooding of the subway at Trafalgar Square station which leads out to Cockspur Street. I am a regular user of the subway and have often noticed water seeping in, even in dry weather. The very heavy rain during the week of 25th June produced such heavy flooding that the subway had to be closed for at least one day that week.

Yours sincerely,

139 Brighton Road,
Purley, Surrey,
CR2 4HE

A.G.Newman

09-07-73

Dear Sir,

Last week while travelling on an excursion between Reading

and Basingstoke near Bramley we passed a yard with several W.D. four wheel vans in it, but coming back at night there were three yellowy-brown ex-LT Standard Stock cars; we were going too fast to see if they were trailers (which I think they must have been) or what.

Does anyone know their history?

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

Yours faithfully,
E.Picketts

Probably part of the old Instruction Train - but can anyone confirm this - and tell us where they were going? - Editor.

19 August 1973

Dear Sir,

I wonder if any other readers will have noticed that on the new Underground route map on display on the Up platform of Sudbury Town Station, the Metropolitan Line is shown in Cambridge blue. I have not myself seen any other maps with this colouring and I am wondering whether this particular map is an aberration or whether it is a prototype of a new livery for the Met. Does anybody know?

Speaking of maps, I am bound to say that I agree with most of Mr D.F.Croome's comments on the new London's Railways Map. The advantage of the old "London" map was that not only did it show main roads but it also gave a more accurate idea of the whereabouts of the various locations in the Capital. For instance, the new map gives the impression that Hanger Lane and Stonebridge Park are in different parts of London completely, instead of being a quarter of an hour's walk up the North Circular Road. The old map would have made this clear. Another drawback is that the new map gives the appearance of an undue emphasis to the Southern Region network, and I do not myself imagine that the average visitor to London wishes to go to Streatham or Riddlesdown.

I am amused, by the way, that the new map does show Elephant & Castle as being an interchange station with British Railways. When I suggested this to London Transport some years ago I was informed that not enough people changed from one system to the other here to make it worth-while. The Executive now seems to have woken up to the fact that if people know about the facility they might use it.

I note that the new map still does not get over the difficulty of adequately portraying the Bank/Monument station. I myself think that the best solution to this problem would be to rename the whole lot "King William Street" and show it as one station.

Incidentally, another mental block of London Transport's is their refusal to advise passengers from Bank for Waterloo to travel via the Elephant when the Waterloo and City Line is not running, although this route is quicker than via Tottenham Court Road, avoids the crowded West End and provides more convenient interchange facilities.

Yours faithfully,

D.J.Harvey

7 Atherton Heights,
Bridgewater Road,
Wembley, Middlesex.
HAO 1TD

25 August 1973

Dear Sir,

On Society visits and L.T. Rail Tours I am impressed by the decorative cap badges worn by the numerous uniformed officials who appear on these occasions. It would seem, naturally I suppose, that the higher the rank the more elaborate the decoration becomes.

Being somewhat ignorant on the subject I would find a short illustrated article on Underground cap badges and the ranks they denote both interesting and helpful. After all it could be useful when in conversation, to know who to address as "Mate" or "Mister", "Sir" or "Your Worship".

There is of course the possibility that someone within our Society is making an historical study of Underground uniforms, a subject which one hears very little about but is very worthy of record.

Yours sincerely,

34 Barnehurst Road,
Barnehurst, Kent.
DA7 6EZ.

J.S.Brook Smith

NEWS FLASHES

1277 Now that the Trades Union Congress has given its full blessing to women's equality within the movement (debate on Tuesday 4-9-1973), it will be interesting to see the rail unions' attitude towards women Underground drivers and guards. Watch this space!

1278 The redevelopment of Blackfriars is now in progress; the form is a reconstruction of both the BR and Underground stations in connection with the creation of a new office building - a joint venture of British Rail and King's College, Cambridge who are part owners of the site. A temporary entrance to the BR station in Blackfriars Passage was opened 23-7-1973 and will be in use for about 3½ years. Escalators will connect the new entrance with the BR concourse and the new station will have connections with the present subway system and the elevated walkway planned by the City Corporation, while the LT station will have connections as good or better than at present.

1279 Photochemical smog, one of the most harmful forms of air pollution, made its first recorded appearance in London during the heatwave in the week ended 18-8-1973.

1280 Due to shortage of staff it proved necessary to introduce a new timetable on the Central Line from Monday 13-8-1973. The changes only affect the peak hour services, and bring the Central into line with all the other LT services which have been cut back already.

1281 The Hammersmith & City Line between Hammersmith and Ladbrooke Grove was disorganised during the morning rush hour on Monday 6-8-1973 by the absence of a signalman. Passengers between 07.30 and 08.30 had to travel by alternative means.

1282 The London Transport Act 1973 received the Royal Assent on 5-7-1973.

1283 For the record - Charing Cross BR station and Strand LT station were closed 20/22-4-1973 for the erection of the umbrella bridge in Charing Cross station forecourt in connection with the reconstruction of Strand station prior to the arrival of the Fleet Line.

1284 Also for the record - Strand station, on the West End branch of the Northern Line closed until some time in 1976 after traffic on Saturday 16-6-1973 - i.e. the last trains to serve the station did so in the early hours of Sunday 17-6-1973; the final train in each direction was as follows:

Southbound - Train 26 departing Strand 00.33
23.55 from High Barnet to Morden arriving 01.01
Northbound - Train 42 departing Strand 00.38
00.32 from Kennington to Golders Green arriving
00.59

1285 Readers may like to know that the July issue of Modern Tramway contained an article by M.R.Taplin on the Peking Metro. Very little has appeared in this country on this line to date, so this short paper, which is illustrated, is very welcome.

1286 Mowlem's have completed the westbound running tunnel to Heathrow Central. This work was completed at the end of June 1973 - by which time the eastbound tunnel was well on the way also.

1287 Hornchurch Ratepayers' Association Central Committee are asking for a better service between Upminster and Mansion House on the District Line - and are suggesting, somewhat optimistically in present circumstances, a service starting from Mansion House eastwards.

1288 In a recent interview Mr.J.Graeme Bruce, Chief Operating Manager (Railways), LT, said that it was essential to build new tubes in central London, and that he would like to see the density of stations there approaching that of central Paris or downtown New York.

1289 A reader is asking what the significance is of the "X" prefix on several automatic signals on the eastbound Metropolitan (Hammersmith & City) Line through Royal Oak and Paddington. Any explanation?

1290 The White City training centre was opened to the public by LT on Saturday 8-9-1973. Tours started at 20-minute intervals and lasted two hours, and there was also a continuous performance of LT films.

1291 The Challenge Cup for the best station garden on the Underground has been won for 1973 by Eastcote (Station Foreman Alfred Carroll).

1292 One of the suggestions put forward for improving the LT staff position has been that duties should be rearranged on a three-shift system. The Duty Schedules Superintendent (Railways) commenting on this idea in LT News has said that if every duty between 23.00 and 07.00 was worked by night staff an extra 630 train staff would be required and the cost would be £1,450,000. On these grounds he considers the suggestion too expensive to be contemplated. But is he right? Something must be done to attract staff.

1293 In the violent storms which swept southern England on Wednesday 1-8-1973, Balham station (Northern Line) was closed for a time by flooding.

1294 The new Planning Committee of the Greater London Council want the Channel Tunnel London station at Surrey Docks; the same Council's new Transport Committee support British Rail in wanting it at White City... Further instalments of this story will follow.

1295 A Greater London Councillor, Mr.P.Bassett, at a recent GLC meeting, asked the Chairman of the Transport Committee if she would consider extending the Northern Line in a generally southern direction through the Borough of Sutton into Epsom. The reply was that a southern extension had been looked into three years ago with LT and Sutton and Merton borough councils, but an extension to Epsom was not then considered. At that time, the existing or potential traffic was not considered sufficient to justify the extension studied. The London Rail Study were being asked to look into all past and present proposals.

1296 In response to a complaint by a local passenger, Mrs.Vera Lavender, LT have checked the height of the platforms at the eastern end of the District Line, and as a result it has been agreed that the gap between platform and train is too great at six stations on that section. Track will be lowered in the 1975-1977 programme of improvements, and Upminster Bridge - the station used most by Mrs.Lavender - would be early on the list.

1297 On Sunday 5-8-1973 there was an exhibition service from High Street Kensington to Kensington Olympia in connection with the British International Coin and Stamp Fair. As most Olympia exhibitions are not open on Sundays, such a service is rare.

1298 Two new appointments were announced by LT on 5-9-1973; Mr.C.W. Hardie, Mechanical Engineer (Lifts and Escalators) has been appointed Works Superintendent (Acton), and Mr.E.P.Lumley, Workshops Engineering Manager is now Assistant Chief Mechanical Engineer (Workshops). Another new appointment not previously recorded in these pages took place in May 1973; Mr.R.Woodrow was then appointed Principal New Works Assistant (Generation).

1299 George Hutchinson, writing in The Times has complained to the London Tourist Board that the city is being overloaded by the Board's efforts, and one of the principal complaints he makes is that it is impossible to buy a ticket on the Underground in a reasonable time because of the numbers of tourists in the queue.

1300 The publicity blurb for the first World Railways Engineering Exhibition (taking place in Basle, 1-5/10/1973) says "For nearly 150 years the railway has been recognised as the most suitable medium for mass transport of passengers and freight on land. Now its relative freedom from atmospheric pollution and noise is being increasingly recognised as an additional attraction.

1301 On 25-6-1973 Parliament, by a Commons vote, approved the plans for new parliamentary buildings in New Bridge Street which will involve reconstruction of Westminster station - but no money is likely to be available for the project for some time.

THE TIMETABLE

18.00 Monday 1st October Visit to the Post Office Railway; it is too late to book now - this note is merely to remind those who have already booked.

19.00 Wednesday 3rd October at Fred Tallent Hall, 153 Drummond Street, London, NW1 - by invitation of the Electric Railway Society, TLURS members are welcome to their meeting, when a Talk will be given by G.H.Hafter, (Rolling Stock Engineer, LT Railways) "The 1972 and 1973 Tube Stock and associated problems".

19.00 for 19.15 Friday 12th October at Hammersmith Town Hall; Charles F.Klapper, FCIT, FRGS will give the President's Address for 1973. Mr.Klapper has taken for his subject "Circle Railways and Ring Roads - have they a role?". Such a subject is an essential part of the reappraisal of the role of public transport in London which is now going on, so that the Address is bound to be of importance - and knowing our President's capacity for making a subject interesting the evening will be an enjoyable one as well.

Saturday 13th October Visit to Golders Green Depot, LT. Names to S.E.Jones, 113 Wandle Road, Morden, Surrey at once, accompanied by a first class (3½p) stamped addressed envelope.

Sunday 14th October London Transport's Rove-A-Tube Tour. For full details see Underground for September, p 147. There will be a Society party on this tour of course, and as it will be the first train to carry fare-paying passengers over the link line at King's Cross between the Northern and Piccadilly Lines, it is bound to be well patronised by the enthusiast public generally. Tickets are £2 and may be obtained (if not sold out by the time this appears in print) from the Fares and Charges Assistant, London Transport Executive, 55 Broadway London, SW1H OBD.

10.30 Saturday 20th October Meet on the platform at Hounslow Central for another Walk over the route of the Piccadilly Line Heathrow extension. There should be a lot of progress to be noted since the last walk over this line, and it is hoped as many as possible will turn up to see Underground history in the making.

Saturday and Sunday 27/28 October Stand at the annual Norbury Exhibition which is being held this year in the Territorial Drill Hall, Mitcham Road, Croydon. This exhibition is always an enjoyable meeting place for enthusiasts, so we hope to see plenty of members there.