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WEMBLEY FIFTY YEARS AFTER

Half a century ago the name of Wembley was on everyone's lips, for the great British Empire Exhibition was held there in 1924/25. To mark the half-centenary, the Goldsmiths' College, University of London, Railway Study Group is making a Study Visit to Wembley and Stanmore on Saturday 6th April. Our new President, Harry W. Paar, is Lecturer in charge of this Group, has extended an invitation to the members of the Society to join this visit; for meeting place and time see The Timetable (p.64); the day will end at about 17.00 at Marylebone.

In the morning Wembley Stadium (formerly Exhibition) station and part of the abandoned loop will be visited, the remains of the Never-Stop Railway will be seen, and the visit will include part of the course of the 2' double track railway, and the exteriors of the Palace of Engineering (which housed the railway exhibits) and the Palaces of Industry and Art will be viewed. In view of the Metropolitan's heavy involvement in the Wembley Exhibition arrangements, this visit is of great interest to Underground enthusiasts, as is the second part of the day, for after lunch there will be a trip over the Stanmore Branch (Metropolitan in the past, Bakerloo at present, Fleet in the future), a visit to the abandoned Northern Line extension at Brockley Hill and the abandoned LNWR Stanmore station, ending with a visit to Marylebone station.

The Stanmore Branch was the last extension of the Metropolitan Railway before it was absorbed by the London Passenger Transport Board in 1933 and the stations are typical of the late Metropolitan style of station architecture.

THE CENTRAL LONDON RAILWAY ELECTRIC LOCOMOTIVES

2

Piers R. Connor

Electrical Equipment

The unusual features of the design of the Central London electric locomotives were not confined to the bodywork and trucks (described in the January Journal), but also included certain aspects of the electrical apparatus. To begin with the current collection system was specially arranged to allow a constant supply for the locomotives even at points and crossings. This was achieved by positioning the centre positive rail so that it ran parallel to and on either side of any running rails which crossed the main route. The current rail was $1\frac{1}{2}$ " higher than the running rails and the collector shoes were made so large that they formed a bridge over the running rails, being supported by the two sections of current rail at the points and crossings. The shoes were of cast iron and were 1'9" wide. There were two on each locomotive, one being attached to a wooden support fixed to the inner motor casing of each truck.

The current collected by the shoes was used to supply three separate circuits: the traction motors, the air compressor motor and the train lighting line. The last of these was a two-core cable which ran the full length of the train supplying ten lamps in each car and which was connected between cars by a flexible jumper suspended at roof level. A jumper on the leading car was plugged into a socket mounted on the bonnet at one side of the gangway of the locomotive. One socket was provided at each end of the locomotive, each one being on alternate sides of the gangway. It is interesting to note that a two-core lighting line was necessary because, although the Central London's earth return system could have allowed a single line to be used with the circuit being completed via the wheels and axles on each car, the car bodies were wooden and the wheels were of the wooden-centred Mansell type. Thus the return circuit had to be completed via the locomotives as the car bodies were effectively insulated from the running rails.

The circuit for the air compressor motor was simple enough, consisting of a switch and fuse plus an air operated switch which controlled the compressor according to the level of air pressure in the main reservoirs. The compressor was placed in one corner of the locomotive cab whilst the two main air reservoirs were outside the cab *under the bonnets*

The traction motor control circuit was a unique arrangement which was conventional only in that series-parallel control was adopted using resistors to regulate the current supplied to the motors. The driver's equipment consisted of a circuit breaker mounted in the centre of the cab roof with its associated 'trip' and 'set' switch, an enormous power controller below this in the well of the cab floor, and a voltmeter and ammeter provided on each bulkhead.

The power controller had to handle the full traction current passing to the motors and was thus very large. It was 3'6" in length and 2'1" wide and stood 2'10" high above the cab floor level. The portion between the two floor levels contained the reverser connections and motor cut out switches. The central longitudinal girder (described in Part 1) which ran the full length of the locomotive passed through the controller at upper floor level and provided much needed support for its 1800 lbs. of weight.

The main portion of the controller consisted of a large vertically mounted drum which pivoted on a central spindle. The outside of the drum was insulated with wood round which the copper segments forming the moving part of the switches were fitted. The fixed parts of the switches were attached to four vertical wooden insulated bars mounted around the outside of the drum. They made contact with certain of the copper segments on the drum according to its position and thus altered the power circuit as required. The driver rotated the drum by means of a 21" long controller handle which fitted on to a square head at the top of the spindle. A large circular dial on top of the controller had notches which marked all the various switching positions. Three notches were duplicated and the handle could be removed and turned through 180° to allow the driver to work in either direction with equal ease.

The reverser was operated by a large lever mounted either side of the body of the controller. It was interlocked with the controller drum so that it could not be operated while current was being supplied to the motors.

The current supply to the motors was regulated by means of resistances, but these were not grouped in the conventional manner, i.e. all resistances in circuit on starting being gradually cut out as more current was required. Instead, the first starting resistance was placed in series with the motors and then an extra resistance was added with each controller step in parallel with the first resistance. The additional resistance being added in parallel had the effect of halving the value of the original resistance in the circuit, thus

increasing the current to the motors. There were eight sets of resistances, one of them being added to the circuit with each successive controller notch until all were connected in parallel. This parallel group of resistances was in series with the motors, these consisting of two series pairs of motors permanently in parallel. The eighth notch of the controller had now been reached; the ninth and last series notch merely by-passed the whole resistance group, and 'full' series running was now achieved.

The next step involved transition from series to parallel motor grouping when all four motors were connected in parallel. This was achieved by the 'open-circuit' method in which the whole power circuit was disconnected from the line and then reconnected with the motors all in parallel. The resistances were also reintroduced into the circuit at this point and added one by one as before until all were bypassed on the final notch to give full parallel running. This parallel section of the controller had only six notches as the first notch allowed the first three resistances to be connected at once.

The resistance grids, thirty of them in all, were arranged under the bonnets as shown in the drawing which appeared in the January Journal. The layout was similar on both sides of the cab and included a motor connection box and trap doors for access to the motors.

Cab and Auxiliary Equipment

The driver's cab was carefully laid out to permit ease of operation in either direction of running. The driver stood in the well in the cab floor on the north side of the power controller and was provided with two brake valves (one in front and one behind him) and two sets of air gauges, ammeters and voltmeters. His assistant, carried because there was no deadman's handle or triplock on the loco, stood on the other side of the controller with the handbrake, auxiliary reservoir and air compressor for company. One of the assistant's jobs was to couple and uncouple the locomotive at the termini. In addition to pulling out or replacing the coupling pin he had to attend to the train brake hoses (one being positioned at each end of the loco on the south side), and the lighting jumper.

The locomotives were provided with sanding gear consisting of four sandbins, located at the ends of the bonnets, each of which had a fall pipe to direct the sand onto the rails ahead of the outer wheels of each truck. It is not now clear whether this equipment was air operated or worked by gravity. Two air operated whistles were fitted on the driver's side at the upper end of the bonnets next to the cab. They were operated by a ring attached to the end of a chain inside the cab.

The Central London adopted the Westinghouse pneumatic brake as standard on its trains, but as originally fitted to the locomotives it differed from the type so well known today. To begin with there were only four brake handle positions instead of five. The 'Running' position was omitted as there was no feed valve and the air pressure in the main reservoir was the same as in the train brake pipe. To overcome difficulties when releasing brakes, which this system caused, Westinghouse introduced the extra brake valve handle position and added feed valves so that the pressure in the train pipe was about 20 lbs/in² below main reservoir pressure. This became known as the 'quick-acting' brake but did not appear until after the Central London had disposed of its locomotives. Later versions of Westinghouse brake systems also had automatic slack adjusters fitted to the brake cylinders to compensate for brake block wear, but again this feature was omitted at the time of the introduction of the Central London's locomotives.

One feature of the original design which was not provided on the locomotives as built was the large headlamp mounted on one of the bonnets at each end. Had they been fitted the forward outlook of the assistant driver would have been severely restricted. Shortly after entering service, however, small electric lamps were provided adjacent to the lighting jumper sockets.

Completion and Running

The last of the Central London's 28 electric locomotives was completed at Wood Lane in December 1899. The first recorded trial run is said to have taken place in March 1900 when a locomotive and two trailer cars completed a trip between Shepherds Bush and Queens Road (now Queensway). It seems that the interval between completion of the locomotives and this first run was due to the equipment of the line not being ready. However it was used to modify the locomotives which were found to be slightly too large to fit in the tunnels. The lower pair of cab footsteps were removed to reduce the width at platform level, and apparently the bolster suspension was modified

to reduce the overall height, but how this was done is not now clear.

Once these modifications were complete the original shop grey livery which had been applied to all the locomotives was replaced by the Central London's splendid livery of dark maroon. It was actually described at the time as 'invisible purple-brown'. Each of the side panels had a broad black lining band edged on the inside in red and on the outside in yellow. Lettering, consisting of the company's initials on one bonnet side and the loco number on the other, was in gold blocked in black. The cab roof was grey. The handrails and ventilator covers were of polished brass.

Between March and May 1900 each of the locomotives had completed a trial run with a seven-car train over the Shepherds Bush to Queen Road section. The official opening ceremony of the whole line took place on 27th June with the Prince of Wales leading a large and distinguished gathering. Once the customary celebrations had been finished the Central London got down to the serious business of running trains, although without passengers at first. Between the end of June and the public opening on 30th July a full trial of the service was run with empty trains so that the staff could become familiar with the working, and to iron out any teething troubles.

During this period of trial running a number of visitors rode on the trains. Most of them were engineers and operators from other railway companies and were suitably qualified to make comments on what they had seen. Most of these comments were favourable and included praise for the smooth riding of the trailer cars, but it is significant that there was an absence of praise for the riding of the locomotives. This absence of praise was to turn very quickly into prolonged complaint which eventually resulted in withdrawal of all the locomotives.

- to be continued.

REVIEWS

Books

H.G.Follenfant; *Reconstructing London's Underground*; 184 + xii pp + 24 pp black and white illustrations; 8 $\frac{1}{4}$ " x 5 $\frac{3}{4}$ ", with folding historical map of the London Underground system by F.H.Stingemore; hardbound with illustrated dust cover; London, 1974; London Transport; £2-50.

H.G.Follenfant, Chief Civil Engineer to London Transport from 1965 until his retirement in May 1973, actually began his career with the Underground in 1929 with the London Electric Railways. He has thus been involved in many of the reconstructions described in this book, and was even privileged as the schoolboy son of one of the principal engineers involved to see the enlargement of the City and South London Railway tunnels in the 1920s. Much more recently he has been concerned with the construction of the Victoria and Fleet Lines and the rebuilding of Moorgate station. To describe this new book as authoritative is, therefore, somewhat superfluous; with such an author it could hardly be otherwise.

Although dealing with some very technical subjects, the book is lucidly written, so that it will be of great interest to the general reader as well as being very useful to the professional - its value to the latter being considerably enhanced by the copious references included to technical press articles and papers read to professional organisations. The text includes almost twenty diagrams and plans in addition to the illustrations in the 24 pages of photographs. The latter are often of great interest, including a number not previously available in published form. It is interesting, too, to see Stingemore's historical map of the system republished - now updated to include the Victoria Line but not the Hounslow Extension or the Fleet Line.

It is not always realised how much reconstruction of the system has taken place in the past half-century; this book assembles all the information in a very readable form, and is a definite must.

Jonathan Raban; *Soft City*; London, 1974. Hamish Hamilton; £3.

Not a book about the Underground, but a strangely evocative book about London itself, by an author who obviously loves his subject, and understands it as well as anyone can fully understand such a city. The Underground does feature in the text - "...the underground railway itself turns into an object

of superstition. People who live on the Northern Line I take to be sensitive citizens; it is a friendly communication route where one notices commuters reading proper books and, when they talk, finishing their sentences. But the Piccadilly Line is full of fly-by-nights and stripe-shirted young men who run dubious agencies..." Recommended to anyone caring for London as a city.

Booklets

Charles E. Lee; *The District Line*; 36 pp + 12 pp illustrations; 8½" x 5½"; London, 1973; London Transport; 25p.

Previously published as "100 Years of the District", this is the latest of Charles Lee's revisions of his very useful series of short histories of London Transport's various Lines. Now updated to 1971, little more needs to be said about this book, which will be familiar to readers in its earlier form. With a new cover it is published with limp card cover and matches the rest of the series. With his usual skill, Mr. Lee, a Past President of the Society, compresses a great deal into a very few pages.

George Wilmot; *The Railway in Finchley, a study in suburban development*; 70 pp + 6 plates, 2 maps; 2nd Edition, 1973; 8½" x 6½"; Libraries and Arts Committee, London Borough of Barnet; £1.

Since the first appearance of this book in 1962, a lot of changes have taken place on the North London railway scene. The ex-LNER sections of the Northern Line no longer carry freight; the metals have been removed beyond Mill Hill East and between Alexandra Palace and Finsbury Park; and a new attitude towards the financing of public transport has been accepted by government and local authorities.

Consequently, the ninth, and formerly concluding, chapter of the book has a curious air of anachronism. The descriptions, in the present tense, of diesel-hauled coal trains serving the yards at East Finchley and Woodside Park do not ring true. It is a pity that Mr Wilmot did not take the opportunity of the second edition to rewrite this chapter, rather than simply add a note of recent changes.

But this fault does not detract from the authority with which he analyses the failings of rail transport in the Finchley area. Indeed, he presents us with an expert analysis of the role of tube trains in the suburban context, and concludes by suggesting that London's transport

is too efficient. Like the Edgware, Highgate and London Railway which preceded it, the Northern Line is the victim of its own success, unable to cope with the extra traffic that its very existence generates.

All of which is a nice contrast to the description of Finchley's railway development which forms the main part of the book; the early clamour for a rail link across the Northern Heights; the enormous difficulty in operating the line; and the long history of accidents and mishaps which plagued the railway. And throughout the story, there is the constant presence of the passenger - complaining, protesting, and using every form of community action to improve his lot.

The book paints a fascinating picture - both of transport development and of the effects on the community which it serves.

Electric Traction Development Society; Immediate Action for London's Railways; London, 1973; 5 pp duplicated fcp; no price stated.

This is a well-thought out set of proposals of the ETDS for the short-term improvement of the London Railway System and its services. In many cases, the tracks already exist, and all that is needed is the introduction of new services; in all the other cases rights of way exist, but some new track and new stations would be required. The proposals also cover alterations to the fares structure and staffing matters. Unfortunately, as with nearly all ETDS publications, the production is extremely poor; it is a great pity that this organisation does not appreciate the importance of good presentation of its case.

Jon Roberts; London Dockland and Rapid Transit - Comments on the London Dockland Study Team's Report; London, 1973; 18 pp fcp lithoed from typescript, with 2 maps; Ringrail; no price stated.

A detailed and valuable criticism of the Dockland Report; the Study Team's five plans for the docklands have been now scrapped by the Greater London Council on the change of political power, but these plans have been used as a basis for commenting on the transport proposals for the area. Useful and of relevance to the Underground.

Publicity Office, London Transport; designed by William Fenton; What is London Transport? 32 pp 8 $\frac{1}{4}$ " x 6" including cover, illustrated; London, 1973; LT; free.

Issued as something like a defence to the number of questions asked about LT, this booklet is mainly aimed at children and young people, but is just as interesting to adults. Profusely illustrated with photographs, drawings, maps, diagrams and charts, it is a very useful source of information about both the Underground and LT's bus services.

Designed by William Fenton; The London Transport Collection - Catalogue of Major Exhibits at Syon Park Brentford Middlesex; 16 pp $8\frac{1}{4}$ " x 6"; London, 1973; LT; 20p.

A very attractive small catalogue of the new Syon Park Collection, well illustrated with photographs and drawings, with much colour used and including a plan of the layout of the major exhibits. A short introduction gives an outline history of the collection and how it reached Syon. Indispensable as a guide for visitors - and an inducement to go for those who have not yet made the trip to Brentford.

Travel Back - A guide to transport museums, displays and minor railways in Great Britain and Ireland with details of exhibits, opening times and general facilities; 4th edition; 60 pp $8\frac{1}{2}$ " x 6" including 8 pp illustrations; thin card covers; London, 1973; The Transport Trust; 50p.

This is the fourth edition of the publication previously known as the "Transport Museum Register", but with a new title, different format, revised layout and much enlarged contents, plus the inclusion of illustrations, it really deserves to be considered as a new work.

The information is now arranged alphabetically by counties, with separate sections for Wales, Scotland, etc. This makes reference very much easier than in previous editions, and the inclusion of an Index of museum titles and a numerical geographical list as well doubles the convenience.

Richard Tames; Isambard Kingdom Brunel - An Illustrated Life of Isambard Kingdom Brunel 1806-1859; 48 pp $8\frac{1}{4}$ " x $5\frac{1}{2}$ " in card covers, illustrated; No 1 in Lifelines series; Aylesbury, 1972; Shire Publications Limited; 40 p.

As a brief introduction to the life of a man whose career was of such national, even international, importance that it cannot be compressed into a few pages, this will do. All the main points of his career are at least mentioned (including the Thames Tunnel) in a text clear enough in

style to be easily understood by an intelligent schoolchild. The illustrations are plentiful and well chosen, with reproduction adequate. Sufficient to whet the appetite for a more detailed biography.

Post Office Railway; 12 pp 10" x 8½", very fully illustrated; in glossy card covers; Post Office Corporation; no price quoted.

Believed to have been published in 1971, but not previously noted in these pages, this is a new edition of the brochure describing the Post Office Railway. Better produced than previous editions, with more illustrations than text, it is a handy publication.

Magazine Articles

Alan A. Jackson; Chessington - Southern Suburban Swansong; in Railway Magazine, January 1974.

Alan A. Jackson; First Hundred Years of Liverpool Street; in Railway Magazine, February 1974.

These two articles by the Society's first President are both of considerable value to those charting the history of London's railways, and both of direct interest to the student of the Underground to boot. Both articles are, of course, illustrated with photographs and maps, and should be added to one's library.

"Steamologist"; Facts and Fables of "Fowler's Ghost"; in two parts in Railway World, January and February 1974.

Illustrated with drawings and paintings by the author, this article gathers together most of the information on the rather obscure locomotive referred to in the title. Not by any means an easy subject to deal with coherently, the anonymous writer has thrown considerable light on the history of fireless steam locomotives on (or, rather, not on!) the Metropolitan Railway. Some of the illustrations are in colour, and are attractive - which is really more than can be said by anyone about the locomotive(s).

Edward Treby; The Central Croydon Branch; in Railway World, March 1974.

An old friend of the Society, Edward Treby has added to the store of London railway history with this very interesting article on an obscure and conspicuously unsuccessful branch which at one time carried services from the East London Railway. Strongly recommended.

LETTERS TO THE EDITOR

6th March 1974

Dear Peter,

PROGRESS AT SOUTH KENSINGTON

Referring to your note on pages 42 and 43 of Underground for March 1974, the dates are correctly stated on page 27 of the February issue, as amended by my letter on page 38 of the March issue.

This has been checked by the L.T. Press Office, who add that the lifts were taken out of service in two stages, so that the full picture is:-

	<u>Traffic Day</u>
Last day of operation of two lifts	29-9-1973
First day of operation of lower escalators	30-9-1973
Last day of operation of other two lifts	20-10-1973
First day of operation of combined ticket hall	21-10-1973
First day of operation of upper escalators	20-1-1974

Incidentally there are three low-level escalators.

Yours sincerely,

Desmond F. Croome

6 Launceston Gardens,
Perivale, Greenford,
Middlesex, UB6 7ET.

11 March 1974

Dear Peter,

In view of the high standard of accuracy maintained by this Society over the years, I am somewhat concerned by the increasing incidence of careless reporting in recent issues and the apparent tendency on the part of some correspondents to take up the pen on matters they know nothing about merely to, one imagines, see their name in print. If a correspondent does not know the answer to a query, whilst it is commendable of him to admit this in his letter, is it fair to devote so much space to a letter which is nothing more than amateur speculation and rather mediocre observation? On the question of 'X' signals at Royal Oak, was it really necessary to have four separate versions of the answer all saying almost exactly the same thing?

I can confirm Desmond Croome's letter on page 38 concerning the lifts at South Kensington as correct. During the period 30 September to 20 October 1973, two of the four lifts were operational (the other two having been withdrawn and partially dismantled) although at certain times (including several peak periods) a restricted service only could be provided by one lift owing to staff shortage and sometimes even this had to cease (a special poster was provided for this purpose). The lifts were taken out of use after traffic on 20 October, when the Piccadilly booking hall was also closed, and were immobilised at the top of the shaft. Very soon most of their fittings had been removed and virtually only the floors remained by the middle of January.

I hesitate to disagree with someone of Mr Borley's standing but may I point out (with reference to the first paragraph of his letter about station naming) that both Chancery Lane (Gray's Inn) and Holborn (Kingsway) appear to be, at the time of writing, the official names. Only a few signs at these stations omit the suffices, most still carry them though I am well aware that names on signs do not prove anything. An official document, issued by London Transport early in March, lists the following L.T. stations as having supplementary names, with the supplementary names shown here in brackets. Arsenal (Highbury Hill), Burnt Oak (for Watling), Chancery Lane (Gray's Inn), Hillingdon (Swakeleys), Holborn (Kingsway), King's Cross (St Pancras), Pimlico (for Tate Gallery), South Wimbledon (Merton), South Woodford (George Lane), West Ruislip (for Ickenham). The document goes on to say that there are other stations which are occasionally referred to by other names on old signs, but the other names do not appear on the station concerned and as signs are renewed, such references will disappear.

Yours sincerely,

6 Redcliffe Street,
West Brompton,
London, SW10 9DS.

George P. Jasieniecki

8.3.1974

Dear Sir,

As a member of London Transport's signal engineering department I must correct Mr S.W. Lemm's statement regarding X signals.

An X signal is the last Auto signal before the approach control tracks of a Semi-automatic signal. Electrically it is a normal auto signal and carries

the next number in sequence to the previous auto signals but the number is prefixed by the identification letters of the signal cabin followed by an X, e.g. WLX127.

The purpose of this is to prevent a train driver passing a red auto signal after a 2 minute delay under rule 55 g(iii) and possibly approach locking the semi-automatic signal. As the X signal at danger may only be passed with verbal authority the usual telephone to the signal cabin is provided.

It is thus possible to find one or more normal auto signals between the X signal and the semi-auto and various examples can be found throughout the L.T. system, e.g. Acton Town, east and westbound, fast and local roads.

Yours faithfully,

10 Blondin Avenue,
London, W5 4UP.

Michael G. Crosbie

14-3-74

Dear Sir,

I refer to the various letters concerning the compulsory stop at Mansion House. District Line Timetable No 95 (from 30/11/70) shows under the "permanent speed restrictions through stations" for Mansion House "All trains must stop. If booked or specially authorised to pass, they must make a stop at the beginning of the platform".

Secondly, members may be interested to know that there is a train from the eastern end of the District to Olympia. It carries duty no 107 and leaves Victoria at approximately 09.15. Today it was formed COP.6. It is described as "special" at stations where there is such a description on the indicator. At Victoria, a blank panel on the indicator is lit up and the destination announced by the staff.

Yours faithfully,

48 Church Lane,
Chessington, Surrey.

A.C. Holmewood

NEWS FLASHES

1328 It is reported that LT are having problems with property owners because of alleged damage caused by tube line building or operation; the Royal Ocean Racing Club and the Royal Overseas League, both in St James's, are complaining of cracked plasterwork resulting from Fleet Line construction works, while the Westbury Hotel in New Bond Street are said to be lodging a claim for £250,000 alleged to be the result of subsidence brought about by the Victoria Line.

1329 Rentcraft Investments (Marylebone) Limited has obtained approval for an £11m office, shop and residential development over Edgware Road station.

1330 Chief Superintendent William Palmer has been appointed Commander of the London Transport Area of British Transport Police in succession to Alfred Peedle who retired in January 1974.

1331 As from 4-3-1974, the transfer of stock between Neasden and Drayton Park will be when required on Mondays, Wednesdays and Thursdays only. The transfer between Neasden and New Cross will be as required on Tuesdays, Wednesdays and Fridays only.

CLASSIFIED ADVERTISEMENT

For Sale Underground - The Journal of the London Underground Railway Society, Issues from No 1 to No 144 (January 1962 to December 1973) inclusive. Offers to Bryan J. Felton, 19 Birchwood Avenue, Beckenham, Kent, BR3 3PY.

SYON PARK GALA DAY

A Gala Day and Collectors' Market is to be held in the Thames Hall at Syon Park on Sunday 19th May 1974 to mark the first anniversary of the opening of the London Transport Collection of Historical Relics.

The market will include many withdrawn items such as coin dispensing machines (pre-decimal), makers plates from old vehicles, tip-up seats from redundant tube stock, bus and Underground signs, tickets, posters, notices and timetables. Other attractions will include free film shows, privately-preserved LT buses, displays of models and enthusiast society stands (TLURS will be there).

The market will be open from 11.00 to 18.00, and the LT Collection will be open as usual from 10.00 to 19.00 with last tickets being sold an hour before closing times. Combined tickets to the market and the collection will cost 30p (child 20p). Tickets for the market only will cost 10p. Tickets may be bought in advance from late April from any LT Travel Enquiry Office, from the Publicity Poster Shop at 280 Old Marylebone Road, London, NW1 and from the London Transport Collection, Syon Park, Brentford. They may also be

ordered by post; a remittance and a stamped addressed envelope should be sent to the Commercial Manager, London Transport, 55 Broadway, London, SW1H 0BD

THE TIMETABLE

10.00 Saturday 6th April Meet by Bookstall/Cafeteria at Baker Street station to join, by special invitation of the President, Goldsmiths' College Railway Study Group on their Study Visit to Wembley and Stanmore; for details of this visit see the editorial on p.49. No booking necessary.

11.00-17.00 Saturday 6th April Stand at London Bus Preservation Group Open Day at Cobham Bus Museum, Redhill Road, Cobham, Surrey. Admission 10p. The Group is providing two free bus services; both will run at half-hourly intervals from 11.00; one will connect Weybridge station with the Museum, the other will run between Cobham Roundabout and the Museum to connect with the Green Line coach service from London.

19.00 for 19.15 Friday 19th April at Hammersmith Town Hall - **PROVISIONAL** An Underground Slide Show devoted to Non-rolling Stock Subjects. Arranged by Bob Greenaway; if you have any suitable slides, please bring them along and be prepared to talk about them. If the date has to be changed because of the Emergency Regulations, an Inset will be enclosed with this Journal.

Saturday 27th April Visit to White City Depot, LT. Names, accompanied by a first class stamped addressed envelope, to S.E.Jones, 113 Wandle Road, Morden, Surrey, SM4 6AD.

Friday night/Saturday morning 3rd/4th May In celebration of the sesquicentenary of commencement of work on the Thames Tunnel, the Society in conjunction with the Brunel Exhibition Project, Rotherhithe is arranging with the willing co-operation of London Transport a Film Show at St Mary's Church Hall, Rotherhithe commencing 22.00 Saturday evening; this will be followed by Refreshments, and then, commencing at about 01.00 Saturday morning there will be a Walk through the Thames Tunnel. The film show will be open to all, and it is hoped there will be a good attendance, but the Walk will be severely restricted in numbers. Those wishing to attend the Walk are asked to apply in writing, enclosing a first class stamped addressed envelope, to P.R.Davis, 62 Billet Lane, Hornchurch, Essex, RM11 1XA to reach him by 20th April. Those wishing to attend the film show only are asked to advise Peter Davis also, so that catering arrangements can be made - but no sae is needed in this case.