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FLOORING EXPERIMENTS ON THE UNDERGROUND

Maple wood, one of the few which is suitable for the conventional slatted floors of Underground cars, is becoming hard to get and very expensive. As a result of this, London Transport are experimenting with new flooring materials.

Vinyl asbestos tiles and composition flooring are being tested on two District Line trains, and trials of other floor coverings will be made in the next few months. One of the most interesting experiments, however, involves Piccadilly Line non-driving motor car 9153 in which the flooring is a beige coloured carpet. The edges of trapdoors and openings are finished with polished aluminium strips; as this car is one of those in a unit which has been newly trimmed in blue moquette, the effect is quite an improvement on the usual appearance of a tube car. It seems that the change is having a beneficial influence on the passengers too - a correspondent who has travelled in this car several times since it was carpeted has noted on each occasion that the floor has been remarkably clean. It will be interesting to see whether these good habits will continue once familiarity has done its work.

The car is one of the 1959 stock vehicles, and entered service in its carpeted form about 13th February 1974 or shortly after. It will be especially interesting to see if carpet can prove durable enough under present-day conditions - the first time carpets have been used on the Underground since the withdrawal of First Class compartments on the Metropolitan Line, which took place as a result of wartime conditions from 1st February 1940.

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VIA HIGHGATE AND WEST END
by 65

One of the more interesting things about the Charing Cross, Euston and Hampstead Railway was the provision, from the start, of a running junction in tube tunnel; this was the first one in the world, in fact, and was provided at Camden Town to direct trains from Charing Cross to either Highgate or Golders Green.

The junction posed one slight problem however, and this was one of recognising where the trains went. Consequently, it became the only one of the London Electric Railway group to use destination plates from the start.

A further difficulty was raised when the links to the City and South London Railway were built in the twenties. From the moment the links were opened there were both choices at Kennington and in both directions at Camden Town; this prompted the introduction of 'Route' plates in addition to the normal destination plates. The original 'standard' tube stock was, of course, fitted with destination blinds but the 1926 stock and later, were provided with internal destination plate brackets to hold two plates. Subsequently the older stocks were modified.

The upper plate position was used to hold the destination plate, and the lower one held the route plate. All photographs of the era show the route plate displaying VIA CHARING CROSS in one form or another, and exactly how trains for the old C&SLR route were described must for the time being remain a mystery.

When the 1938 stock was delivered onto the Northern Line (as it had now become) the opportunity was taken to completely restock the destination plates, an unusual step partially precipitated no doubt by the large increase in available destinations caused the the New Works Programme. One of the more interesting aspects of this is the fact that the route plates were delivered showing VIA CITY and VIA WEST END. In both cases no station of those names existed, presupposing that all passengers knew which stations were served by each route. Due to the fact that trains for Bushey and Elstree served Edgware and yet ran via Highgate (and not Hampstead), plates were also provided displaying VIA HIGHGATE AND CITY and VIA HIGHGATE AND WEST END. These plates would also have been used in Finchley and High Barnet trains. Also a plate was provided

showing VIA FINSBURY PARK, for the Moorgate to Alexandra Palace and Barnet service, but of course this was never used.

At the same time, the train describers also showed the legends VIA WEST END and VIA CITY, but for some reason, almost as suddenly as they appeared, the destination plates suddenly vanished. Even quite soon after the war, all photographs show the familiar VIA BANK and VIA CHARING CROSS, in several different forms mind you. Years later all the train describers were altered to show VIA BANK and VIA CHARING CROSS, but in at least one case this is comparatively recent; note, however, that only describers installed during the New Works Programme ever showed these spurious routes; there is no evidence to suggest that any others were altered.

The problem is, why were these curious route names created at all, and why were they obliterated so soon afterwards? Indeed, were the destination plates ever used at all (especially the Highgate and West End type)? We know the train describers showed these routes, but did the trains ever show them - the plates certainly existed.

Many staff still refer to Bank trains as City trains, and at Kennington there is a sign pointing to the 'City Line' platform. On the other hand, Charing Cross is always Charing Cross, and never West End.

Can any reader expand on the matter?

ADAPTATION AT GREENWICH FOR DUAL-FUEL OPERATION

Early in April London Transport gave details of the scheme to adapt Greenwich power station to dual-fuel operation, which has been expected for some time.

The station was converted in 1972 from coal-burning to oil-burning, and allowance was made then in the equipment design for this further adaptation. When this work, which will cost £1.2m, is completed, natural gas will be the principal fuel used, and oil stocks will be maintained for standby use. Cheaper running and maintenance costs mean that the switch should soon pay for itself, and, of course, the new system will also reduce dependence on imported fuel.

At present, Lots Road power station provides the basic load for the Underground, with Greenwich used largely to supply the

extra power required in the peak hours, and as a standby station. After the conversion to dual-fuel operation, Greenwich will be able to supply economically a greater share of the load than at present.

Greenwich generating station is equipped with eight gas-turbine alternator sets, each with an optimum rating of 11MW and a maximum capability of 14.5MW. These units at present burn a light distillate oil which is more expensive than the heavy oil used at Lots Road, but the gas turbines have the capability to start from cold in a few minutes. Natural gas was seen as a possible future fuel at Greenwich in place of oil when the station was modernised, and the equipment was designed so that it could be easily adapted to use natural gas when it became available. At that time a suitable supply was not expected to be available until the late 1970s.

The energy crisis and escalation of fuel prices has caused London Transport to re-examine the fuel position, and it has now proved possible to obtain a natural gas supply at Greenwich early in 1975. To make use of this, it is necessary to carry out some civil engineering work to install compressors and pipework to deliver gas at the appropriate pressure to each gas turbine, and to convert the gas turbines and their control systems for dual-fuel supplies. It is also necessary to install switchgear, a transformer and cables for the electrical supplies required for the compressors and remote control facilities with their appropriate alarm and control systems.

After conversion, Greenwich will normally operate on natural gas, but the dual-fuel system will provide instant changeover to oil if the gas supply is interrupted for any reason. A stock of oil sufficient for four weeks operation will be maintained.

The maintenance cycle for each gas turbine unit is planned for 4,000 hours at present, but it is expected that this cycle will be increased to 12-16,000 hours using natural gas.

The new system, which has been approved by the Greater London Council, will not require the employment of any additional permanent staff, so that it is obvious that, viewed as a long-term project, the changeover to gas as the primary fuel will produce substantial savings - and cut down our dependence on the sheikhs!

Q STOCK EPILOGUE
J.S.Morgan

It was eight o'clock on a Sunday morning in September 1971; the morning mist had cleared, leaving a crisp breeze. As I passed the carriage sidings at Ealing Common on my way to Acton Town station, several Q cars stood in a line with their windows smashed out; they had made their last trip a week before on the East London Line, and were now awaiting their last trip to Bird's at Long Marston.

I arrived at the station, booked a ticket to Hammersmith and made my way down to the platform; it was now 08.15, and the only activity was from the occasional Piccadilly Line Hounslow and Uxbridge services.

A glance up at Ealing Common Car Depot reassured my anxiety, for out of the depot was meandering a train of Q stock headed by a Q27 motor; it slowed to a crawl and then accelerated at a stupendous rate, the wheels clattered on the points outside Acton Town, and it then slowed to a standstill in the platform.

The cars were all spick and span, newly washed and windows clean, the footboards were newly creosoted and very sticky looking, but best of all the brasswork on the handrails and window beading had been shone up as in the early days of London Transport.

A shrill blow of the all too familiar whistle and she was off. The six-car train had been hired for the day by the Railway Correspondence and Travel Society, for a tour of the District Railway, the train being scheduled to run to Uxbridge, Hounslow, Ealing and many other former District strongholds, commencing its journey at 10.20 from Hammersmith Metropolitan station.

Underground stock had always fascinated me as a child, and I remember the two double-ended South Acton cars - those rather top-heavy looking vehicles which used to ply between Acton Town and South Acton. When the service became uneconomic, LT withdrew it and quickly lifted the track; the double-ended cars 4167 and 4176 were withdrawn equally quickly and were scrapped. I often wonder why, if London Transport needed shed pilots, they did not rebuild these unique vehicles without windows.

Considering the time they were built it always amazes me

that these vehicles were not built with elliptical roofs; the F stock had been a success and it had been built in 1920 - three years before Q stock.

In 1923 the first batch of G class cars emerged from the Gloucester Carriage & Wagon Co - 42 vehicles; these always retained their individuality, having the clerestory roof ending with a straight front. The G class were all motor cars; after the war they were renumbered as Q23's.

Some of the L class trailers were owned by the London Midland and Scottish Railway, and worked to Upminster over the LMS London Tilbury and Southend route's new tracks. These cars did not become LT property until 1948 on nationalisation.

The K class trailers were the first constructed with curved roofs, while the M and N classes were the last stock in England to be built with clerestory roofs. A variety of companies built the cars; Gloucester Carriage & Wagon Company we have already mentioned; the Birmingham Carriage & Wagon Co built the M class, while the L class were built by the Metro-Cammell company, though some of the latter class were built by Union Construction Co at Feltham.

Several experiments were carried out on this stock during its lifetime. The first of these was the 'not stopping at' indicator boards of the late 1920's and early 1930's; unfortunately the British public have a divine habit of getting confused and the new indicator boards were no exception. A majority of London Underground passengers don't look before they leap even today, and complaints galore came from passengers who had either got lost or had mistaken 'not stopping at South Kensington' for 'stopping at South Kensington'. The project was soon abandoned and LT reverted to the old front destination board.

The next experiment entailed passenger operated doors; this did not last all that long either. The idea was that passengers should press a large button on the side of the car at shoulder height. These buttons were painted yellow and would operate the individual doors; similar buttons were fitted inside the cars - the idea being to lessen the draughts in winter by eliminating the opening of doors not required open. Alas, once again the British public did not understand, and did not always get in, or out, when they wanted to because they did not press the button; also there were occasions when the equipment

failed to work. The experiment was abandoned and the equipment removed in favour of guard's operation, although the buttons remained in position until the withdrawal of the stock, although painted over in red.

After the war the various stocks which went to form the Q stock were rebuilt and the designation Q was brought into use; the rebuilding included provision for coupling to other stock, notably the new CP, which was not previously possible.

Withdrawals commenced with the double-ended South Acton cars, as previously mentioned; these were followed in 1964-65 by other cars, mainly Q23's. The last overhauls of Q cars took place in 1965-66 when some sets were put through Acton Works.

Later withdrawals took place in 1967-68-70-71, the 1967-68 withdrawals being mainly odd vehicles, but from 1970-71 the cars were cut up and sold in increasing numbers, some being cut up at Ealing Common, while a large store of Q stock was at Ruislip awaiting removal to Long Marston.

To return to the Tour on 12th September 1971. The train left Hammersmith Met at 10.30, running through Paddington, where there were some strange glances from permanent way workers as the train left the Westbourne flyunder, and straight through to Barking via Barbican - one of the centres of the end of steam on LT. Passing through Whitechapel and Mile End the train ran into the bay at Barking, then, after a ten-minute break returned to Aldgate East to reverse on to the St Mary's Curve to the East London Line, running first to New Cross, then back to Shoreditch - the latter only used in rush hours now and appearing semi-derelict - the connection with BR and Liverpool Street long since taken out following the ending of the Eastern Region goods service through the Thames Tunnel.

After ten minutes at Shoreditch a return journey was made down the East London Line, this time to New Cross Gate - then back via St Mary's Curve to Liverpool Street for the lunch break of an hour.

After this break participants gathered on the platform to await the vintage stock, and some delay was experienced due to members of the public insisting on boarding the train despite frequent announcements over the public address system that it was a special.

The next port of call was Hounslow via the Circle, and it was marvellous to travel through South Ealing, Northfields, Boston Manor, Osterley and the Hounslow stations on a District train again; the last District service, apart from the centenary train had been in 1964.

A quick bit of maintenance revealed that the doors were sticky, and after thorough lubrication the doors still were sticky; a ten-minute stop ended up a 30-minute stop.

Finally the return to Acton Town commenced, from whence there was a reversal to Uxbridge via Rayners Lane. This part of the tour was exhilarating - the old Q's certainly showed their paces through Sudbury Hill, Rayners Lane and Eastcote, with enthusiasts startled and other passengers looking on in awe.

On arrival at Uxbridge, another ten-minute stop preceded the return to Acton Town, where there was another reversal to Ealing Broadway, now the only western terminus of the District. Then, after a seven-minute stop, back to High Street Kensington via Acton Town to reverse for Kensington Olympia - formerly on the Outer Circle, and the Middle Circle via Latimer Road on the Metropolitan. Now the District Line has its own bay and only uses Olympia for exhibition services.

A return to High Street Kensington followed, for yet another reversal, this time to Richmond - a service originally operated between Hammersmith and Richmond by the London and South Western Railway, the stations between Ravenscourt Park and Turnham Green inclusive being leased to LT by Southern Region until the mid-1950's.

Along this section there are tracks formerly used by the Willesden-West Kensington coal service, which lasted until 1965 and was steam-operated until the end.

After a ten-minute stop at Richmond, there was a return to High Street, then the final section of the tour - to Wimbledon via Putney Bridge, which provided a further ten-minute break at Wimbledon before returning to High Street and the end of the day.

Q stock provided a pause in time for railway enthusiasts and historians. When the wind of change was blowing so strongly in other railway quarters, the Q's seemed to soldier on regardless of impending threat of withdrawal. When one boarded the elegant vintage clerestory vehicles one had a feeling

of being in the wrong place and had gone back in time strangely, to the bizzam and pomp and elegance of the 1920's with the individual lamp shades and temple type panels in the Q23's; the Q27's and 31's had a more modern approach, but still retained their pre-1930 elegance.

PUSH BUTTON DESTINATION INDICATOR AT OXFORD CIRCUS

V. Badman

In the March issue of the Journal (p 45) brief details were announced of the new push-button destination indicator installed in the circulating area within the ticket barriers in the main booking hall at Oxford Circus station. Readers who may not have access to this apparatus will be interested in the following amplification of this earlier note.

The indicator consists of an internally illuminated diagram of the whole LT railway system (similar to the normal wall maps) mounted above a console of 285 buttons. The diagram is normally brilliantly illuminated from the rear and each station is indicated by a spot visual normally extinguished. Also on the diagram is a panel of six visuals labelled "Platform 1" to "Platform 6" respectively, corresponding to the six platforms at the station. The console is arranged in 19 columns of 15 buttons and, with the exception of a few blanks referred to below, are engraved in alphabetical order, with a station name.

A passenger requiring to know the route to his destination presses the appropriate destination button. The illumination behind the diagram dims slightly and the spot visuals of all stations on the route are illuminated. The contrast in brightness of the spot visuals and the rest of the diagram indicates in a vivid manner the route to be taken. The appropriate departure platform visual is also illuminated, and interchange stations are emphasised by their spot visuals flashing. Releasing the button restores the indicator to its normal condition.

Whether one agrees with the routes offered is another matter. For example, the route to Angel is given via the Victoria and Northern Lines, changing at King's Cross. In the writer's opinion, the interchange at Euston is much quieter, shorter and therefore quicker. Other curiosities include the route to London Bridge (via Elephant and Castle whereas it is thought that via Bank would be quicker), Westminster (via Victoria rather than via Charing Cross) and Oval (via Stockwell rather than via Waterloo).

The oddest of all is that the route to Earl's Court is shown as via Victoria but to Hammersmith is via Green Park! I am told that the routes shown are those laid down by the former Fares and Charges Office (recently renamed the Commercial Office).

As mentioned above there are a number of blank buttons, namely between Farringdon and Finchley Central; Hatch End and Headstone Lane; Headstone Lane and Hendon Central; Leicester Square and Leyton; Loughton and Maida Vale. These spare buttons are reserved for use in connection with the future extension to Heathrow and the new Fleet Line. The buttons will be labelled Fenchurch Street, Hatton Cross, Heathrow Central, Lewisham and Ludgate Circus respectively. There is also a blank button between Oval and Paddington; the console is intended to be a standard one, interchangeable for maintenance purposes and/or transfer to another station, in which case it would be labelled Oxford Circus.

It is interesting to note that there is a pushbutton for Strand. This provides a route (via Tottenham Court Road) but there is also a separate flashing visual (at the bottom of the indicator) which bears the legend "Strand Station closed June 1973-1976". No provision, however, has been made for a pushbutton to be labelled Embankment which, as has been announced, is to be the new name for the existing Charing Cross (Bakerloo/Circle/District/Northern station when the combined Trafalgar Square/Strand is renamed Charing Cross on the opening of the Fleet Line.

The indicator does not seem to attract much attention: maybe it is sited in the wrong place. A station official informed me that it gets most use from enthusiasts like myself!

A brief description of the prototype indicator was given in an issue of "LT News" last autumn, in which it was stated that it was designed by London Transport's own signals staff.

One thought has occurred to me. Why not couple the indicator into the local track circuits of the respective lines serving the station in such a way that a further visual "Next Train in 1 Minute" could be shown?

THE BACKGROUND TO THE BRUNEL EXHIBITION PROJECT ROTHERHITHE

The rundown of London's docks and the general rise in land prices along the Thames are not only creating severe economic and social problems for the local people but also threaten to erase an important

part of London's history as a great port. Most of the distinctive riverside buildings and warehouses are derelict or demolished and there is now a hot debate over what form redevelopment should take.

In the enthusiasm to build anew it would be a tragedy if all links with the past are completely and suddenly severed, particularly at a time when 1975 has been designated as European Architectural Heritage Year.

The exceptional history and character of one area of Rotherhithe calls for particularly imaginative proposals to reverse the present process of decay and demolition. Until recently the river dominated the employment and lives of the community. From Rotherhithe the Pilgrim Fathers set sail for America and the crew of the Mayflower are buried in St. Mary's churchyard. It was for long a major centre of boat-building, while close by is London's first great dock, now part of the redundant Surrey Docks. Almost 150 years ago work started there on what was to be Marc Brunel's crowning achievement, the Thames Tunnel. In its time it drew more international interest than the Great Exhibition and caused the elder Brunel to live there for 14 years, while his son, Isambard, was in charge of construction. Today the tunnel is used by the East London Section of the Metropolitan Line of the Underground while above the remains of the pump house, workshop and great shaft stand decaying and closed to the public - although it is now listed as a building of historic interest.

The character of the area comes in part from the fine eighteenth century church and the schoolhouse, and the famous Mayflower Inn, set off and enhanced by the other buildings and particularly the warehouses that flank the narrow end of Rotherhithe Street. Nicolson's Guide to the Thames states that "Amidst the tall warehouses and damp alleys, the street has an atmosphere all of its own". The Dockland Study commissioned by the Department of the Environment singled out the area and went as far as saying that it was "one that has considerable organic relationship between the handsome buildings and the spaces between them and the narrow roads and passages that serve the area. Great design skill is required in the area if these qualities are to be retained".

The Project's Proposals

As a first step towards conserving some of the buildings, it is proposed to set up a museum concerned with the lives and

achievements of the Brunels, and to landscape the surrounding area, which at present is an eyesore. The pump house would be renovated and converted to house a permanent exhibition. This would tell the dramatic story of the tunnel and show for the first time the full contribution that the Brunels made to technological progress. It would also commemorate their long association with Rotherhithe. Additional facilities would be provided nearby and consideration is being given to building a new type of dome structure over the great shaft. The museum is expected to draw visitors from far and wide and provide a useful resource for local schools, because of the great interest in the Brunels and the many fine buildings in the area.

The area round the pump house would be cleared and turned into an outdoor exhibition area where people could sit, look at sculptures and perhaps a fountain, and admire views of the river. It is hoped that the adjoining street can be closed off to traffic so that people can walk through the old warehouse in Rotherhithe St and on to Southwark Park. It is also intended to build a pier to provide access from the river and possibly a semi-permanent mooring for historic vessels, to form an extension of the museum itself. Great care would be taken to ensure that such items as lamps and benches enhanced the period atmosphere of the area.

Personalia

The project is supported by a number of organisations, including our own Society, the Bermondsey and Rotherhithe Society, the Bermondsey Trades Council, the Greater London Industrial Archaeology Society, the Subterranean Survey Association, and the River Thames Society. In addition, the Victorian Society has expressed interest, and the London Borough of Southwark and the Greater London Council are keeping in touch with developments. The project has a distinguished advisory group, including two MP's, Robert Adley and Bob Mellish, L.T.C. Rolt, who wrote the fine biography of I.K. Brunel, and a family descendant Sir Marc Brunel Noble. There is also a local committee on which the Rector of St. Mary's Church serves. Nicholas Falk, local government researcher, conceived the plan, and the collection of exhibits is in the hands of Michael Lloyd, a civil engineer.

LETTERS TO THE EDITOR

12.1.74

Dear Sir:

I find the announcement of the transfer of COP cars from the E.L.L. to the District, and replacement by 1938 Tube Stock, somewhat of a contradiction to L.T.E. policy of scrapping District Line stock.

If it is practical to keep the ex-E.L.L. COP stock in service, why is it not also possible to maintain the later 1947/49 R Stock, and CO/CP Stock, which is now being scrapped, in running order? Furthermore, why is it possible to keep older and more intensively used '38 Tube Stock in running order, but not R Stock?

I consider L.T.E. should be doing all it can to keep as many cars in service, and trains as long as possible. This is especially so in view of staff shortages, the problem with the wheel cracks found in some District stock, and a likely increase in travellers using the Underground because of problems on other Transport fronts. This scrapping policy does not appear to me to fit the G.L.C. policy of improving the Underground. So far as I recall, no public reason has been given for reducing District trains to seven cars. I recall a prominent staff member saying at a Society meeting that it was L.T.E. policy to get eight-car trains. In furtherance of this aim, L.T.E. ought to have a policy of lengthening all platforms to take 8-car trains over, say, ten years. This would go a long way to improving travel on all lines.

I would have thought stock had a life of 40 years; thus the scrapping of '38 tube stock, '38, '47 and '49 surface stock is premature and a waste of public money. Likewise the cost of raising the level of the track on the E.L.L. is an expense which is hardly justified, unless the whole of the E.L.L. is to be part of the Fleet Line, which at present is not the case. I would therefore expect that, when the 1938 tube stock expires on this line it will be replaced with ex-R stock, thus requiring the track to be lowered! It would be interesting to know if the cost of this track lowering and refurbishing the tube stock is less than the cost of putting back into service the withdrawn ex-District stock, not all of which has yet left for Long Marston.

In view of this stock change, I suggest the East London becomes a line in its own right. It can hardly be included in the Met or District Lines. A map colour of fawn would be alright, with the Bakerloo in dark brown.

I would be interested to know the number of trains of each stock type, on each Line, needed to maintain services (prior to the cuts because of staff shortages) and the number of reserve formations.

10 Copthall Road
UB10 8SD

Yours faithfully,
J. Echlin

6.3.74

Dear Mr. Davis:

T.V. Advert for the Recruitment of Guards on the Underground

I wonder how many readers of the Journal will have noticed that the desination indicator at the front of the train shows:

MILL HILL EAST VIA BANK

but the one at the rear shows:

FINCHLEY CENTRAL !

Flat 7, The Beeches,
9/17 Trinder Road
London N19 4QT

Yours sincerely,

P. Foltz

Sir: Stop at Mansion House 16 March 1974

All trains stop or nearly stop at Mansion House on Christmas Day and on other days when the station is closed to avoid the possibility of derailment when passing over the sharp curves. For the same reason trains stop or nearly stop at Covent Garden on Sundays.

167 Cornwall Road
Ruislip

H.V. Borley

Editor's Note A number of other letters have been received on the subject of the Mansion House stop - all giving different views and coming to different conclusions. Without a completely authoritative answer, stating sources, there is little point in printing these - but perhaps it should be mentioned that M.A.C. Horne in a lengthy letter states that the instruction was in the 1915 District Rule Book, and comes to the conclusion that it may well be a genuine courtesy stop.

Journal It is regretted that the last issue of the Journal was so badly produced. The typeface was changed by the Printer without any reference to the Society or the Editor, thereby creating an odd issue in mid-year, and as will have been noted the layout was appalling. Apart from spelling errors, there were two very unfortunate mistakes in the text: what should have been the last line of P.50 is missing altogether; this should have read "under the bonnets." Then, in The Timetable on P.64, under Friday night/Saturday morning 3rd/4th May, reference is made in Line 5 of this announcement to the Film Show commencing at 22.00 Saturday evening; this should be, as is fairly obvious from the context, Friday evening.

It so happens that, due to the very much increased charges made by Celtic Mailways, the Society has been forced to change its printers, and the April issue was the last to be produced by Celtic; it is a great pity that this final issue to be printed by a firm which has served us so well for so long was such a disaster.

Extra Mural Course Advance notice is given of the University of London Extra Mural Course on "Treasures of Underground London". This course will commence on the 2nd October 1974, and further details will be appearing in these pages nearer the starting date.

THE TIMETABLE

20.00 Friday 3rd May in the Council Chamber, Brent Town Hall (Nearest Underground station - Wembley Park). TLURS members are invited by the Wembley History Society to attend their meeting, at which a Talk will be given on the British Transport Police.

22.00 Friday 3rd May in St. Mary's Church Hall, Rotherhithe; a Joint Meeting with the Brunel Exhibition Project, Rotherhithe, which will take the form of a Film Show devoted to films on the Brunels. The films will be followed by hot refreshments.

01.00 Saturday 4th May. By courtesy of London Transport the Society, together with the members of the Brunel Project, will be privileged to take part in a Walk through the Thames Tunnel in commemoration of the sesquicentenary of commencement of work on the tunnel. This Walk is fully booked; successful applicants will receive full details of the arrangements through the post.

^{WEDNE}
 17.40 ~~Tuesday~~ 8th May Meet in the BR side booking hall at Moorgate for a Trip by Eastern Region train over the Widened Lines to Palmers Green via Finsbury Park. This trip is intended as a prelude to -

^{WEDNE}
 18.30 approx. ~~Tuesday~~ 8th May Visit to the Piccadilly Line Extension Exhibition at the Broomfield Museum, Palmers Green (in Broomfield Park). Anyone wishing to visit the Exhibiton but unable to join the Society party should note that it is on until 11th May, and opening times are Tuesday-Friday 10.00-20.00; Saturday and Sunday 10.00-18.00; closed on Mondays.

19.00 for 19.15 Friday 10th May at Hammersmith Town Hall; a talk by Donald Gourlay on "The Work of LT's Estates Department". This is one aspect of London Transport which has never been looked into by the Society - and it is becoming a very important sphere in these days of enhanced property values. Donald Gourlay is a highly entertaining speaker, and is sure to make what might appear to be a dry subject interesting.

11.00 Saturday 11th May Tour of the north-eastern end of the Central Line, led by the President, Harry W. Paar and Chris Johnson and Edward Treby. There has been a slight change of plan for this tour; please note that it will now commence from the Booking Hall of Leyton station at 11.00, not Leytonstone as previously announced. Advance booking is not necessary, but anyone wishing to obtain a special ticket, thus avoiding the necessity of re-booking at every station where the party alights and leaves the station, must advise Harry W. Paar AT ONCE. His address is 65 Oak Lodge Avenue, Chigwell, Essex.

11.00-18.00 Sunday 19th May Stand at London Transport's Gala Day and Collector's Market at Syon Park, Brentford. The market will be held in the Thames Hall at Syon Park between the times stated, and the London Transport Collection will be open as usual between 10.00 and 19.00 with the last tickets being sold one hour before closing time. Combined tickets to the Market and the Collection will cost 30p (Child 20p); tickets to the Market only will be 10p. Tickets may be obtained in advance from any LT Travel Enquiry Office, from the Poster Shop at 280 Old Marylebone Road, NW1, and from the London Transport Collection, Syon Park, Brentford. Also by Post from the Commercial Manager, LT, 55 Broadway, London SW1 0BD, enclosing remittance and sae.