

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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RENAMING OF CHARING CROSS STATION

Charing Cross Underground Station was renamed

CHARING CROSS EMBANKMENT

on and from Sunday 4th August 1974. By that day all the platform nameboards on all six platforms, including the small ones on the pillars on the District Line had been altered with plastic stickers over the blue bar - but the small boards between the advertisements opposite the platforms on the Bakerloo Line had already been changed by Saturday. The suffix "Embankment" appears in capital letters, but smaller than "Charing Cross", and its purpose is stated as to familiarise passengers with the eventual name "Embankment" when the Trafalgar Square/Strand station complex is renamed "Charing Cross" when the Fleet Line is opened.

It seems that the names on the tube platform friezes, track plates, line diagrams, canopies outside the station and ticket machine blocks are not being altered for the present, although readers are asked to keep their eyes open and report any changes.

It should also be recorded that whereas all the new signs have no punctuation in the new name, the press notice announcing the change records the name as "Charing Cross - Embankment" (with a short dash).

Up to the time of going to press, no posters publicising the change have been reported, the only announcements seeming to be those in the papers, taken from the press notice, issued by LT on 31st July - which reports that the change has been made on the suggestion of the London Transport Passengers' Committee.

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THE POWERS OF LONDON TRANSPORT TO ACQUIRE LAND FOR THE PURPOSES OF THEIR RAILWAY UNDERTAKING

V. Badman

I

INTRODUCTION

What authority has London Transport to acquire land to build a surface railway, or, in the case of a tube railway, to acquire an easement? Why are statutory powers needed, and how are they obtained? And how are they exercised?

These are some of the disjointed questions that recently sprang to my mind, so I decided to do a little research and find out. Having done so, and casually mentioned it to the Editor, he thought that it might make a suitable subject for a Journal article.

The following notes, which claim no great knowledge, are offered in the hope that they might be of interest to others. The law relating to construction and running of a railway, including the purchase of land therefor is an exceedingly complicated one; the intention of this article is to set out, as simply and concisely as possible, the various steps required by London Transport in the acquisition of land and easements for the purpose of its railway undertaking. Anybody wishing to go further into the subject can at least use these "bones" on which to put "flesh".

It should be mentioned here that we are dealing only with acquisitions for purposes connected with the railway side of the undertaking, whether that purpose is as complex as a proposed new line, or as simple as requiring an extra piece of land on which to erect a new relay room.

It should be mentioned, for the record, that I am not an L.T. employee; my only connections with the Underground are as a taxpayer and daily user.

EARLY DEVELOPMENTS

In the early days of canals and railways, it was quickly appreciated by unscrupulous landowners that the plans of a proposed company could be exploited or hindered, either by refusing to sell such land as was required, or by demanding an exorbitant price for that land. The histories of the early railway companies are full of such struggles, even at times to the point of physical violence.

It was realised by the proposed railway undertakings, therefore, that the power to compel an owner to sell was most desirable. However, it is an accepted principle of British law that, apart from the exercise of the Royal Prerogative (as, for example, in times of national emergency), land can only be taken against the will of the rightful owner under the authority of Parliament.

Now in those early days, the state of company law was such that it was usually necessary for an Act of Parliament to be obtained to enable a company to be formed, or "incorporated". Furthermore, it was probable that, at common law, the construction and operation of a railway could constitute a public nuisance. For those three reasons, it was customary for the "promoters" - as the proposed railway undertakings were called - to obtain their own Act in each case, giving them the necessary powers to construct the line and run the railway after it had been built.

The railway system in Britain grew during a period of great social and industrial expansion, and Parliament was, therefore, inundated by promoters seeking legislation for their various schemes. The competition was intense, and not every railway company was a commercial success, which resulted in frequent amalgamations with, or absorptions by, the more successful companies, and this also necessitated Parliamentary time.

Until the middle of the nineteenth century, each railway Act contained broadly similar express provisions which included (a) the incorporation of the Company; (b) power to acquire land, and pay compensation therefor; (c) authority to construct the works; (d) power to run the railway and (e) power to alter the works as necessary. Despite the broad similarity of the various Acts, there was plenty of opportunity for the opponents of any scheme to block it during its passage through Parliament, which resulted in an undue waste of Parliamentary time and money.

1845 ONWARDS

In 1845, therefore, in an effort to codify the introduction of railway Bills, two Acts of Parliament, the Railway Clauses Consolidation Act and the Lands Clauses Consolidation Act, were passed. Together with their subsequent amending Acts, they

provided a complete code of clauses to be included in the Private Bills introduced into Parliament by the individual promoters, covering all matters relating to the construction of railways and the purchase or taking of lands therefor. These two acts applied to every undertaking authorised by private Act of Parliament passed after the date, except insofar as they are expressly varied by that Private Act. It should be noted, however, that these Clauses Consolidation Acts do not, by themselves, confer any rights to acquire land or construct a railway; it is still necessary for each promoter to obtain his own Act. This Act, together with those sections of the Clauses Consolidation Acts (as amended) incorporated therewith, are referred to as the "Special Act" and this expression will be used frequently in this article.

It is as well to mention here that the word "promoter" has fallen into disuse in favour of the expression "statutory authority".

For the sake of completeness, it should be added, in parentheses as it were, that in modern times, powers to acquire land are given to Government Departments, local or public authorities and other statutory undertakings, under the provisions of a section or sections of a public general Act of Parliament, subject to the land to be acquired thereunder from time to time specifically identified in a "Compulsory Purchase Order" approved by the appropriate Government Minister. In general, this procedure is used for such non-profit making purposes as public health, slum clearance, social services and the creation of new towns. In these circumstances, the section or sections of the Act, together with the Compulsory Purchase Order, constitutes the Special Act.

Under Section 15 of the Transport Act 1962 (which Act, it will be remembered, abolished the old British Transport Commission and transferred the administration of London Transport from an Executive of the Commission to an independent Board - though, of course, L.T. is now administered by an Executive of the G.L.C.) both British Railways and London Transport may purchase compulsorily any land required for the purposes of their business, subject to the making and confirmation of a Compulsory Purchase Order. By Section 17 of the

same Act, they may also promote Bills in Parliament in which compulsory powers of acquisition are included.

However, it is the practice of both B.R. and L.T. to continue its predecessors' practice of obtaining its powers by the latter method. Statutory powers must, in any case, be obtained for the actual construction of the works and the running of the trains. Furthermore, when constructing the works, it may be necessary to stop up streets, or divert statutory services such as sewers, water mains, telephone cables, etc., for which statutory authority is required. So it makes sense to include in the Bill the necessary powers to acquire the land needed.

It is also the practice of all London Transport Acts to incorporate the provisions of the 1845 Clauses Acts.

Taking now a couple of specific examples, the construction of the first three stages of the Victoria Line was authorised principally by the British Transport Commission Act 1955, with subsequent powers for re-alignment in the Walthamstow area obtained in the British Transport Commission Act 1961. Construction of the Brixton Extension was authorised by the London Transport Act 1966.

The Fleet Line has been authorised in four Acts, as follows:

- Stage 1 - Baker Street-Strand -
London Transport Act 1969 (Royal Assent 25 July 1969)
- Stage 2 - Strand-Fenchurch Street -
London Transport Act 1971 (Royal Assent 27 July 1971)
- Stage 3 - Fenchurch Street-New Cross -
London Transport (No 2) Act 1971 (Royal Assent
5 August 1971)
- Stage 4 - New Cross-Lewisham -
London Transport Act 1972 (Royal Assent 9 August 1972)

PRELIMINARY PREPARATIONS

By the time London Transport is ready to introduce a Bill for a particular purpose, it will, of course, have done its homework. In the case of a new line, traffic needs studies will have been made to determine the general alignment of the line, including the positions of stations and interchange points, and decided which

parts of the line are to be on the surface and which parts underground. The engineers will have surveyed the route and made test bores. For this purpose they are empowered to enter property after notice, and modern aids such as aerial photography are used. They will have prepared preliminary designs of tunnels, cuttings, embankments, bridges, etc., having due regard to minimising excessive curvature and gradients, and they will have designed the layout of the stations. The precise locations of sewers, water mains and electric and telephone cables along the route will have been accurately traced. Operational aspects such as rolling stock depots, power supply, signalling, ventilation, etc., will have been considered and their respective requirements dealt with.

Readers who wish to pursue this particular aspect of the subject can do no better than to read Mr Desmond Croome's Presidential Address for 1968, reported in the Journal during the first half of 1969.

HOW A BILL BECOMES AN ACT

For the benefit of those readers who are unfamiliar with Parliamentary terminology and procedure, it is as well here to describe briefly how a Bill becomes an Act of Parliament.

Bills are of two types: public bills and private bills. A public bill is a measure of public policy affecting the nation generally, and may be introduced either by a Minister of State as part of Government policy, or by one who is not a member of the Government and which is not part of the Government's legislative programme. A private bill, however, applies to a particular area or person, for example relating to the construction of a waterworks, gas works, railway line, etc.

Like a public bill, a private bill can be introduced into either House, and must comply with Standing Orders, which are the procedural regulations of Parliament. A private bill must be self-supporting in that any powers sought and any incorporation of legislation already in existence (e.g. the Railway Clauses Consolidation Act) must be specifically mentioned. In the case of Bills relating to the compulsory purchase of land, the land to be acquired must be defined, and Standing Orders require the deposit of a reference book, which specifies the ownership of the lands to be acquired, and plans (referred to as "deposited plans") showing

the lands in question and indicating the position of the centre line of the railway, together with other details of the works. The deposited plan also shows what are called "limits of deviation" to enable the line to be shifted one way or the other, either horizontally or vertically, so that construction of the works can be adapted to conditions which were unknown at the time when the plan was prepared.

Standing Orders also require that all persons who are likely to be affected by the Bill must be notified and given the opportunity of making representations or objections.

Unlike public bills, there are usually no questions of general principle, so the First and Second Readings are straightforward. The next step, the Committee Stage, is the vital one in the life of a private bill. It is a lengthy process, where the Bill is examined in detail, clause by clause, by one of several Committees comprising usually between forty and sixty members of the House. Counsel is appointed by both the promoters and opposers of the Bill, each calling witnesses who may then be cross-examined by opposing Counsel or by the Committee's members. New Clauses may be added and amendments made, after which the bill is put into such shape as may be acceptable to the promoters and the opposers.

After consideration by Committee, the bill comes back to the House for the Report Stage, where further amendments may be made and if necessary referred back to Committee. If approved, the Bill is read a third time ("Third Reading") to secure final approval of that House.

The Bill then goes to the other House to be dealt with in the same way. After passage through both Houses, it receives the Royal Assent and becomes an Act. In so doing, the clauses of the Bill become sections of the Act.

- to be continued

LETTERS TO THE EDITOR

1/8/74

Dear Sir,

I note with interest that Cambridge University Railway Club arranged for a £1.50 Day Rover for the whole of the Underground with L.T.

Could not this Society do the same? On two or three Saturdays a year such a ticket, available only by post (with remittance) from the Fares etc. Officer, would be welcomed by those of us who have felt frustrated since the demise of Twin-Rovers.

Yours faithfully

London

B. John Prigmore

12 July 1974

Sir,

London Transport Railways: Bennett and Borley

Members with a copy of this booklet are asked to note the following amendments.

Page 26, note 50 Borough closure date to read
17 July 1922

Page 27, note 68 Kensington: East platform date
to read 2 June 1862

The information given on page 6 relating to the transfer of the Ongar and Fairlop lines to London Transport is not entirely correct. The matter is complicated but full details are given in BIC reports for 1948-50.

The City & South London Railway did not appear to be definite about the names of its stations in early years. In the report in The Times of the opening of the line Borough station is so named, but Bradshaw gives the name as Great Dover Street, and both names are used in the Company's early records. The City terminus is sometimes given as King William Street, sometimes as Monument, but often simply as The City Station.

167 Cornwall Road,
Ruislip, HA4 6AE

H.V. Borley

12-8-74

Dear Mr Davis,

Re News Flash 1358, it is not possible to divert trains from Bletchley to London via Verney Junction as the Quainton Road-Verney Junction stretch of line was lifted several years ago. Instead trains are diverted via Claydon and Calvert Junction through to Marylebone.

A further note on floor finishes on the Underground;

CO/CP trailer car No 013159 is fitted out with a vinyl tiled floor, the other two cars coupled to it have a conventional timber floor.

Finally, I am also interested in traction engines and the only photographs that I know of engines hauling cars are in "Tube Trains under London" at Morden Depot. I would like to know if L.P.T.B. and/or its predecessors ever owned traction engines and steam waggons for bus recovery and transfer of stores and materials between depots and garages.

Yours faithfully,

70 Marlborough Road,
Romford, Essex,
RM7 8AJ.

D.J. Carson

Note - Mr Carson is, of course, quite correct in saying that the Verney Junction-Quainton Road section is an impossible diversion now - but NF 1358 did not say it was used. The diverted trains would have had to pass through the old station at Verney Junction to reach Claydon, and this was what was meant to be indicated by the NF.

5 August 1974

Dear Sir,

I feel I must write in complaint of the contents of this month's Journal, in particular about the News Flashes section. According to my copy of the Rules, the Society's aim is "to foster interest in and the study of the railways of London Transport by all possible means", yet out of 22 News Flash items we find 6 items in no way connected with the railways of London Transport.

Looking through the whole of the Journal, the only article concerning LT is the two-thirds of a page on the new Finsbury Park Bus Station.

I think that as the voice of a Society said to be interested in London's Underground, the Journal has put on a very bad show this month.

I feel that the material for the Journal cannot be in such a state as is suggested by this month's issue.

Yours faithfully

167 Albany Road
Camberwell
London SE5 0BG

T.A. Haynes

Editor's Note Mr. Haynes' letter raises several interesting points. First of all, it expresses a view which has been expressed before and is certainly a valid one. But it is not one which is universally held among Society members; the day before the letter reached the Editor, he had received a phone call from a member who had telephoned especially to convey his congratulations on the contents of the August issue - which only goes to prove that you cannot please all the people all the time! It has always been the Editor's personal view that the Underground cannot be properly studied if it is looked upon as operating in a vacuum, i.e. that it is necessary to consider the LT railway system in the local environment in which it operates, and in relation to other rapid transit (not necessarily underground) systems. That this is a view shared by others is evidenced by one member who has offered to submit regular articles on other systems, and another who would like a regular series of News Flashes on transatlantic systems - and offered to supply them. With limited space available, it is difficult to accept such offers, welcome as they may be - but is not comparison with other systems one of the "possible means" referred to in Society Rules?

Finally, contrary to Mr Haynes' supposition, there is a shortage of good quality material for publication at the present time. Throughout the life of the Journal, it is a fortunate fact that there has never been any overall lack of copy, but at various times there have been shortages of various kinds. Recently the supply of serious, well-researched articles has almost dried up, which is worrying for it is that type of article which makes the reputation of the Journal. This may be due to the ever-increasing pace of life which makes it ever more difficult to do anything satisfactorily; whatever the reason, it is a very unsatisfactory state of affairs. Good, accurate and fairly lengthy contributions would be very welcome now - so how about it, readers?

REVIEWS

Booklets

C.F. Lindsey; Underground Railways in London: A Select Bibliography; 8½" x 5⁷/₈"; 14 pp and 2-p addendum; London, 1973/74. Published by the compiler, 15 Bournemouth Road, London, SW19 3AR; typewritten; limp covers; 25p; obtainable from TLURS book sales.

This booklet comprises 10½ single-sided pages of the names of books, booklets and articles about the London Underground, plus 1½ pages on annual reports and one page on periodicals. All the basic books on the subject are included, together with references to lesser-known sources of information such as articles in technical periodicals, other bibliographies and one thesis. Most of the publications listed will already be on the bookshelf of the Underground enthusiast, but the bibliography is useful as a checklist and for listing some little-publicised references.

Ken Jones; *The Wotton Tramway (Brill Branch); Locomotion Papers No 75*; 8½" x 5½"; 60 pp; Lingfield, Surrey, 1974; Oakwood Press; £1.05; obtainable from TLURS book sales.

This book deals with the history of the Wotton Tramway (later renamed the Oxford and Aylesbury Tramroad and later still the Brill branch of the Metropolitan Railway), which the third Duke of Buckingham built as a private venture to serve his estate, without obtaining Parliamentary powers. The railway development of the area is outlined in the introduction, and the book goes on to describe the construction, opening and operation of the Tramway, its track, buildings and rolling stock and its subsequent history, including the unsuccessful proposal for an extension to Oxford, and the take-over by the Metropolitan Railway in 1899. The story concludes with the closure in 1935 and a description of such traces of the line as remain today.

Numerous illustrations help to fill in the story. There are 25 photographs, some familiar but others unusual; these include all the principal stations and items of rolling stock. There are four maps showing the tramway itself, the Oxford extension and the neighbouring railways, twelve station track diagrams, reproductions of passenger timetables for 1887, 1894 and 1900, and plans or elevations of the Bagnall locomotives, the four-wheeled composite coach and one of the Bristol bogie tramcars. There is also a reproduction of the copy of the auction sale catalogue for disposing of station buildings and fittings in 1936, and a plan of a typical station.

Charles E. Lee; *The Central Line - A Brief History*; 34 pp + 12 pp plates; 8½" x 5½" in card covers; London Transport, 25p.

This, the sixth of Charles Lee's "Brief Histories" of LT Lines, is an updating of "Seventy Years of the Central", which must be familiar to readers. The new version is revised with Mr Lee's usual skill; not a great deal has changed on the Central since 1970, so the text is largely unchanged, but details of the Bond Street reconstruction consequent upon the Fleet Line building are included now.

NEWS FLASHES

1374 Due to the staff shortage on LT, since 15-7-1974 all Watford fast trains call at Harrow-on-the-Hill, and Uxbridge fast trains at Harrow-on-the-Hill and West Harrow.

1375 At 11.00 Saturday 11-5-1974, a 23-year old girl fell under a Piccadilly Line train at Alperton. It took 80 minutes to extricate her, and she was conscious throughout the rescue operation; ambulance men and a doctor from the Casualty Department of Wembley Hospital crawled beneath the train to treat her. Service was suspended on both roads, and heavy lifting gear was brought in, but was not needed as eventually the girl, Pauline Ford, was released by the lowering of the centre rail. She was taken to the Intensive Care Unit of the Central Middlesex Hospital, where she was reported as recovering by the following Wednesday. This was an unusual accident, in that it is very rare for anyone falling under a train where there is not a pit to live.

1376 From 21-7-1974 the overbridge at the West end of Baker Street Met/Circle has been reopened in weekday rush hours from 16.30 to 18.00 to relieve congestion at the East end. Although plainly marked it is practically unused. The bridge leads from a disused station entrance at the corner of Baker Street and Marylebone Road; a disadvantage is that it does not give access to platforms 3 and 4.

1377 The two sidings on the Eastbound side of the District Line tracks at Ealing Broadway were removed during the week ending 18-6-1974.

1378 On Tuesday 19-2-1974 it was reported that J.H. Brebner had died, aged 78. He was the first Post Office Press Officer and the first Chief Public Relations Officer of London Transport. In 1947 he was appointed Chief Public Relations and Publicity Officer of the British Transport Commission, and remained there until he retired in 1961.

1379 During the February fuel crisis, the Picc/Vic interchange subway at Green Park was closed; passengers were told to use the escalators and interchange via the booking hall.

CAMBRIDGE UNIVERSITY RAILWAY CLUB TREASURE HUNT
Answers

(For the Questions, v. August Issue, p.115 et seq.)

(Marks in brackets after answers)

1. Quainton Road Station (1)
 2. Liverpool Street or Mile End (3)
 3. 47 (2)
 4. Their names are all English words (2)
 5. (a) No; (b) No; (c) Yes; (d) Yes (2 or 1 for 3 correct)
 6. Missing from Epping (2)
 7. Between Ickenham and Ruislip (1)
 8. North Weald (3)
 9. Liverpool Street, Aldgate, Tower Hill, Mansion House, High Street Kensington, Baker Street, Moorgate (1 for each right; -1 for each wrong)
 10. Whitechapel Art Gallery (at Aldgate East) (2)
 11. 4 (West of Boston Manor) (2)
 12. None (run via Circle Line and Ealing Common) (2)
 13. On the Round London Sightseeing Tour and Tourist Ticket advertisements (3)
 14. The Ticket Sorting Office is at Harrow-on-the-Hill (2)
 15. Platform tickets issued at Bank and Monument are available at both stations (2)
 16. Chiswick Park is visible from Richmond trains (2)
 17. "The Morning Star" (1)
 18. 1914 (Visible at Fulham Broadway) (3)
 19. Manufacturers of Vitreous Enamel Signs (3)
 20. Gunnersbury (2)
 21. 10 (1); 2 (2)
 22. Edgware Road (2)
 23. Just north of Amersham Station (2)
 24. 659, 814 (2)
 25. Sloane Square (2) (also Stratford)
 26. All appear on cantrails in C69 Stock except VLIC, which is invented (2)
 27. Permanent Way Training School (1)
 28. 7169 (2) (Lords)
 29. Liverpool Street (3)
 30. Canada Dry Ginger Ale (1)
 31. Blake Hall (3)
 32. Wimbledon Park (3)
 33. Between Willesden Green and Dollis Hill (2)
 34. Loughton (1)
-

35. High Street Kensington (anag) (1)
Metropolitan and District Railways High St Kensington (1)
36. Stamford Brook (1) There are 4 lines but only 3 platforms (1)
37. Rayners Lane (1); Harrow Town Cricket & Tennis Club (1)
38. Hammersmith (1); G.N. Piccadilly & Brompton Railway
Hammersmith Station District Railway (1)
39. Tower Hill (1) (anag); The fragment of London's Wall (2)
40. Hounslow West (1) (anag); "SGL" (1)
41. Harrow-on-the-Hill (1); 21.00 Daily (1); Authorised LT or GPO
staff (1)
42. Chalfont and Latimer (anag) (1); Clisby (1)
43. Queensway (1); 147 (1); 7 (1)
44. Bank (1); Wednesday 27 June 1900 (1) (according to plaque in
concourse)
45. Uxbridge (1); Coats of arms (stained glass) (1)
46. Finchley Road (north of Swiss Cottage) (1);
"Pegs" (painted on concrete fence posts at north end of
southbound platform) (2)
47. Oxford Circus (1); Mile End (1)
48. Chorleywood (1); Railway Passengers Only (1)
49. Chancery Lane (1); 80 (2)
-
50. Charing Cross (1); 9 (and one under repair) (2);
the underside of one is visible through a window (1);
51. Baker Street (1); "AO LONDON TRANSPORT GRAND PIONEIRO 1863-1963
HOMENAGEM DO METROPOLITANO DE LISBOA" (1)
52. Ealing Common (1); West London Agency (1)
53. Liverpool Street (1); they are lettered "OD" (1);
Joseph Westwood (1)
54. Pinner (1); "Passengers are requested to padlock their cycles" (1)
55. Hounslow West (1); 15 (1)
56. South Woodford (1); "Please retain your tickets" (1)
57. Harrow-on-the-Hill (1); 2 (1)
58. Acton Town (1); "Use footbridge and Shuttle Platform" (1)
59. King's Cross (Widened Lines) (3); "The Bell" (3)
60. Alperton (2); In the Dome of Discovery at the South Bank
Exhibition of the Festival of Britain 1951 (1)
61. St. James's Park (1); Circle, Victoria (1); Lord Ashfield
(according to plaque outside) (1)
62. Hillingdon (1); London Transport Revenue Office (1)

63. Parsons Green (1); Part of it is cut away to allow clearance for trains using the crossover (2)
 64. Moorgate (1); 10 (1); DMU's (1)
 65. Rickmansworth (1); William Jones (1)

BR STATION NAME CHANGES

Recently there has been a spate of name changes all over the BR system. The following in the London area have all been officially recorded by LT; the first batch appear in the Amendments to the London Transport Rule Book 1974, which does not record any dates of change.

<u>OLD</u>	<u>NEW</u>
Cuffley & Goffs Oak	Cuffley
Gospel Oak (for Highgate)	Gospel Oak
Harringay West	Harringay
Kenton (for Northwick Park)	Kenton
New Southgate and Friern Barnet	New Southgate
Palmers Green and Southgate	Palmers Green
Potters Bar and South Mimms	Potters Bar
St. James Street (Walthamstow)	St. James Street
Wood Green (Alexandra Park)	Wood Green

The rest are noted in Traffic Circulars, and give the date for all the changes as from 6th May 1974.

Bushey and Oxhey	Bushey
Elstree and Boreham Wood	Elstree
Hanwell and Elthorne	Hanwell
King's Langley and Abbott's Langley	King's Langley
Park Street and Frogmore	Park Street
Seer Green and Jordans	Seer Green
West Drayton and Yiewsley	West Drayton

While only a few of these stations are served by the Underground, LT have thought it necessary to advise their staff of the changes, and it is for this reason they are recorded here.

With the new name for Charing Cross, reported on p. 129, and the information in H.V. Borley's letter on 136, it is clear that Station Naming is becoming complicated, and could easily become a study in itself, as Place Names are already.

19.00 for 19.15 Friday 13th September at Hammersmith Town Hall; Brains Trust for which the Panel will be H.V. Borley, H. Clarke, A.A. Jackson and C.F. Klapper. The NALGO dispute having been settled, these arrangements should stand.

19.00 for 19.15 Friday 11th October at Hammersmith Town Hall; President's Address for 1974; Harry W. Paar will present a Paper entitled "Some Ramifications of Railway History".

Wednesday 16th October An all-day Visit to the Works of Westinghouse Brake and Signal Company Limited at Chippenham; applications, accompanied by a First Class Stamped Addressed Envelope, to P.R. Connor, 8 Drayton Avenue, London, W13, as soon as possible please.

Saturday 26th October Visit to Oxford Circus Station. Applications, accompanied by a First Class Stamped Addressed Envelope, to S.E. Jones, 113 Wandle Road, Morden, Surrey.

Saturday 26th October Stand at the London Omnibus Traction Society Transport Sale at Caxton Hall, Westminster.

Sunday 27th October An Open Day for Society Members at Ashford Steam Centre, Ashford, Kent. This is the first opportunity that members will have had to see the Society's Q Stock trailer car since it reached its new home. The Open Day is for members of this Society and one other - it is not open to the general public, and will thus provide an ideal opportunity to see all the collection at Ashford in uncrowded conditions. Further details next month.

SOCIETY NOTICES

POSTER COMPETITION The Committee wants to have a Society Poster, to be used for publicising its activities and has decided to hold a competition for the best design.

Competitors have a completely free hand in design and content, bearing in mind the use to which it is intended for, but the Society will expect to be allowed to use any design entered. If sufficient entries are received, a modest prize will be awarded to the winner. Entries should be sent to the Assistant Secretary, D.F. Croome, at 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET, to reach him by the 31st December.

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