

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 155

Volume 13 No 11

November 1974

BALZAGETTE COMMEMORATED

Monday 14th October saw the culmination of five years effort by Ellis Hillman, now Chairman of the Arts and Recreation Committee of the Greater London Council, when one of the GLC's famous blue plaques was unveiled in honour of Sir Joseph Balzagette, civil engineer and for many years Engineer to the Metropolitan Board of Works, at his boyhood home, 17 Hamilton Terrace, St. John's Wood. The ceremony was carried out by Mr. Peter Black, Chairman of the Thames Water Authority in the presence of Sir Joseph's grandson, Tom Balzagette and other members of the family; also present were Mr. Louis Bondy, GLC Historic Buildings Board Chairman, Mr. Hillman - who is also Chairman of the London Subterranean Survey Association - and a number of other civic dignitaries, representatives of many societies, and the press - including Underground Services, which had also played a considerable part in bringing the plan to fruition. TLURS was represented by the Chairman.

Following the unveiling a Reception was held at the Clarendon Court Hotel, and the proceedings were brought to a close with a short illustrated talk by John Smith, Past President of the Architectural Association and Sir Joseph's biographer.

While Balzagette's chief fame rests on his design and construction of London's main drainage system, still in use today after well over 100 years, he was also responsible for the building of the Thames Embankments, and was thus involved with the construction of the Metropolitan District Railway from Westminster to Blackfriars - and with the approval of all plans for underground railways in London while he was in office insofar as they were likely to affect the drainage system.

BAR AND CIRCLE

H.L. Clarke

1

For nearly seventy years, users of the Underground have been accustomed to seeing station names displayed on one of the many versions of the bar-and-circle symbol used by the Underground Group and their successors as a totem. Other types of display have, of course, been employed (e.g. large tiling letters in early LER days, friezes of tiling, paper or enamel, &c.), but this article deals only with bar-and-circle signs. In passing, it should be noted that where the trains served stations belonging to other concerns, main-line type signs were (and are) used. Also, Metropolitan Railway signs were retained for many years after the formation of LPTB, although they have now all been replaced. They are a subject in themselves and will not be further considered here.

Bar-and-circle signs have changed much over the years. Perhaps the most striking change was that from a solid red circle to the Johnston type of sign with a red ring enclosing white semicircles above and below the blue bar bearing the station name (which was now in Johnston lettering). The introduction of this totem (for publicity, &c.), is believed to date from about 1916, although I do not know of any ring signs which can be confidently dated to before 1923. In recent years the tendency has been to reduce, and ultimately to abolish, the detailed black and white lining of earlier signs of this type.

For descriptive purposes, it is necessary to classify the type of sign. Two main families of signs are apparent. In the first, the station name is an integral part of the sign, and changes of station name normally involve replacing the complete sign. (In at least one case, Fulham Broadway, an additional blue bar with the new name has been screwed on top of the original Walham Green bar, while as a temporary measure, blue paper or plastic labels are usually used). For this reason, I shall call these signs "integral" signs. Except in the case of miniature signs, this type of sign is usually painted on a square or rectangular white enamel sheet (forming a white background), and is made up of one or two sheets of steel.

The other family of signs has no white backing sheet, being screwed directly on to a wall, or standing in a metal frame. (In one or two instances, e.g. at North

Weald and Debden, a separate white background has been provided). These signs are usually in three parts - two half-roundels and a separate blue bar. With this type of sign, which I shall call a "sectional" sign, renaming can be carried out by replacing the blue bar only.

Dating Underground signs is often not easy. Although new stations have new designs, these may not replace temporary signs provided for opening until some time has elapsed. Replacement of signs, unless associated with rebuilding or upgrading, is usually necessitated by the effects of weathering or vandalism. In little-used deep-level stations old signs may linger on for many years. At surface stations, the effects of weathering may sometimes be deduced from observations that the signs on open parts of platforms are of modern design, while much older signs may have been preserved under platform canopies.

Any discussion of station signs must include, as well as descriptions of the signs themselves, some consideration of their relationship to station architecture. On open stations, the choice of type of sign has been closely related to the design of platform lighting standards.

In this account, descriptions of types of signs currently in use are given an arbitrary reference number, and the appendix gives a list of the stations where each type of sign could be seen on the 1st September 1974. The provision of signs on tunnel hoardings (opposite the platform) and miniature signs generally, will be discussed in a separate section after considering the various types of standard-sized signs

SOLID-CIRCLE SIGNS

According to Jackson & Croome ("Rails through the Clay", 1962) to which this article is indebted for details of dates, &c, the original bar-and-circle signs were introduced about 1908 on LER stations. As built, these stations displayed the station name in large tiling letters on the walls, and each station had distinctive colour schemes. Both of these excellent features were nullified by the need for revenue from advertising posters, and distinctive signs had to be provided. The original LER signs were of

the sectioned type, with 4'6" diameter solid red roundels reaching to within a few inches of the end of the blue bar. The bar was enclosed in a red-painted ornamental wooden moulding, 5'0" x 1'0" overall.

Until a few years ago, these signs were to be seen at most of the original LER stations, to which their use was apparently confined. They are now to be found only on the eastern half of the original Piccadilly Line, the last solitary Northern Line example at Mornington Crescent, having been removed during the last year. Only at Caledonian Road are the signs still in their original form; (Ref: 1R), elsewhere the moulding round the bar having been repainted blue (Ref: 1B). It will be noted that at Arsenal the bar is lettered in Johnston style as a consequence of the station being renamed in 1932. The renaming of Great Central to Marylebone in 1917 gave rise to a similar phenomenon.

The very large roundel gives a ponderous appearance to these signs, and this type was followed by a version (Ref: 2) in which the roundel was very much reduced in size. This sign was "integral" in that it was made from a single sheet of steel, cut to shape rather than being left rectangular, and no moulding was provided round the bar. It was used on the District, where a few survive at Mansion House, and it, or a very similar design, was used to re-equip stations on the CLR in 1913.

The other common type of solid circle integral sign was in the form of a rectangle, with a white background to the bar and circle. A wooden moulding was provided round the bar, the moulding being originally painted red, but repainted blue on the only survivors at Ealing Broadway (Ref: 3). On this pattern, as on the original LER signs, the bar carried the maker's name ("Chromo Wolverhampton"). These signs were extensively used on the District, and were also employed on the Queens Park extension of the Bakerloo.

These signs were often incorporated into the general tiling arrangement of the stations by being given a border of ridged green tiles. Until the introduction in 1939 of eye-level tiling friezes bearing the station name, it was customary at deep-level stations for alternate signs to be provided at a height of about 7' from the platform. With

the introduction in recent years of steel friezes at older stations, the tiling borders round the elevated signs were displaced down to the base of the station wall, and traces of this re-arrangement can be seen just above platform level at some stations.

FULLY LINED JOHNSTON SIGNS

The first type of Johnston sign with the roundel in the form of a red ring enclosing a white field was in use by 1923. It was an "integral" sign, with the enamel plate usually in two parts, divided horizontally, the blue bar bearing the station name in white Johnston letters being at the upper edge of the lower sheet, and being surrounded by the same pattern of wooden moulding as used on the older signs. The red ring was bordered inside and out by a thin black line, with an additional white line and black line on the outside. The sign as a whole was either rectangular, or with a curved upper margin in the centre over the position of the roundel, and was enclosed in a wooden frame.

These signs were installed on the Morden and Edgware extensions and at most of the stations on the rebuilt CSLR. They were also used up to early LPTB days for replacing older signs (e.g., Metropolitan signs at Hillingdon) and when stations were rebuilt or upgraded. Signs in original form, with a red moulding to the bar, are left at three stations (Ref: 4R), while at a number of other stations the moulding has been painted dark blue to match the bar (Ref: 4B). At Barons Court, repainting of the station light blue included the mouldings on the signs (Ref: 4LB), while on two signs at Edgware the mouldings are unpainted and varnished (Ref: 4W). Early signs of this type are marked FRANCO SIGNS at bottom left, while most are marked REG NO 659,814 at bottom right.

From about 1938, this design was modified by surrounding the bar with a plain square section steel sheet framing instead of the wood moulding. In most cases, as in the last type described, the bar was at the upper edge of the lower sheet (Ref: 5L), but in some cases the bar was at the lower edge of the upper sheet (Ref: 5T). Some smaller signs of this general design at Finchley Road were painted on a single sheet (Ref: 5S), while single sheet signs at Burnt Oak had no framing to the bar, but had instead a broad red painted border (Ref: 5X). At Mansion House two similar signs (with

detail differences in the lining) can be seen on glass instead of enamelled steel sheet (Ref: 5Y).

In recent years, as with the wooden mouldings on earlier signs, there has been a tendency for the metal framing round the bar to be repainted blue instead of red. This has so far been seen only on signs made up of two sheets, either with the bar on the lower sheet (Ref: 6L), or on the upper sheet (Ref: 6T). It would appear from notes I made in September 1973 that the signs at High Street Kensington and at Colindale may have been so repainted since that date.

During the 1939/45 blackout, there was an urgent need for additional signs at those unrebuilt Metropolitan stations used by Bakerloo trains. Under cover, this need could be met by the provision of paper temporary signs pasted on to buildings, &c, but this was not practicable in the open. Due to the wartime shortage of steel, standard signs could not be provided, and wooden signs were therefore constructed to the same general appearance as the last types described. The sign was constructed of vertical planks in a red-painted wooden frame, the blue bar being surrounded by a plain square section wooden framing painted red. Lining to the roundel was complete as described earlier. Among stations at which these signs were provided were Willesden Green, Neasden, Wembley Park and Kingsbury. They were all replaced by various types of permanent metal signs in 1950-51.

The final modification of the fully-lined-out integral sign appeared at Queensbury about 1951, similar to the earlier signs but with a blue bar of enamelled steel raised off the backing plate, with no framing to the bar. This may have been done as a means of re-using old signs from another station (Ref: 7).

Interesting and unique signs were provided at Sudbury Town in 1932, where simplified bar-and-circle signs were incorporated into windows in the station buildings (Ref: 8).

The well-known standard bronze-framed sectioned sign made its appearance in 1932 on the Piccadilly extensions. They were used for most stations built, rebuilt or refurbished for the 1935/40 New Works Programme, and from

about 1950 were extensively used elsewhere. As with most signs, there were variations in size to suit the site, and also variations in depth of bar to suit two-line station names, &c. In the commonest form, a bronze ring one inch wide enclosed the bar, 4'5" x 11", with semicircular bronze rings, radius 1'9", enclosing the red roundel, 6" wide. The roundel was bordered inside and out with a $\frac{1}{4}$ " black line, a white line on the outside separating it from the bronze framing (ref: 9).

These signs were designed as part of the new standard of Underground architecture introduced at this time, in which the use of bronze fittings was extensive. They were associated with extensive use of undisguised brickwork and concrete at surface stations, and with buff or yellow tiling underground. It was at this time the practice for these signs to be fastened by screws through the bronze frame to vertical surfaces of these materials. Where necessary, concrete platform walls were designed with this in mind (e.g., at Alperton), and platform lighting fittings in ferro-concrete were designed to carry these signs. There were few exceptions before about 1950 to this practice; at Sudbury Hill they were incorporated into a pre-existing iron fence, at White City (1947) special tubular steel frames were provided on the platforms, and at some stations they were incorporated into platform seats. The best example, however, of the conventional application of these signs in the absence of the usual architecture may be seen at ex-GE Central Line stations such as Buckhurst Hill, where short lengths of brick wall have been erected to carry these signs.

After 1950, when this type of sign was used extensively on older stations in the open (e.g., to replace most of the surviving Metropolitan Railway signs), it became established practice for them to be mounted in a mild steel angle frame bolted to the platform. By this time, the use of concrete lamp standards for new works was being discontinued in favour of the current type of plain tubular steel post. In some of the later examples (as at Farringdon and, as it then was, Aldersgate and Barbican) a light alloy frame was used instead of bronze, but all of these signs have now been altered (see later).

This type of sign was obviously derived from the superficially similar aluminium-framed signs on tubular

steel stands used on the ex-CSLR island platform stations, which may date back to 1924. In these signs, however, the aluminium frame, although of the same general appearance as the later bronze-framed signs, is continuous round the sides of the sign with that of its back-to-back companion. Another difference is that the red ring has no black line on its outer side, being bordered by white (Ref: 10).

An interesting indication of the relationship between architecture and station sign design is provided by the cases of Cockfosters and Uxbridge. In these two stations, built to similar designs, the architects, Adams, Holden & Pearson, specified signs differing from the standard bronze-framed design as used at other stations designed by them in that there was an additional semi-circular bronze ring inside the roundel, inside which the concrete of the station wall was visible. At Cockfosters (1933), the red ring is bordered inside and out by a white line (Ref: 11), but on the signs at Uxbridge, built five years later, the red ring retains the $\frac{1}{4}$ " black lining of the standard signs (Ref: 12).

SIGNS WITH REDUCED OR ABSENT LINING OUT

After nationalisation in 1948, signs were developed with simplified lining, although for some years there were extensive installations of the older, fuller-lined-out types. Interesting temporary signs were provided at Wembley Park, for the 1948 Olympic Games, by painting out the diamonds on Metropolitan Railway signs and replacing them with plain, unlined red rings. At the same time, platform 6 at this station, until this time without any signs at all, was provided with small square signs, the only lining provided being a thick black line outside the red ring. With the transfer of the Ealing & Shepherds Bush Line to LT in 1948, the GWR signs on this line were replaced by this pattern, some of which lasted until 1973. Although these signs were never widespread in enamel form, a miniature paper form was widely used on hoarding walls of deep-level stations for some years (see later). Another sign used on the E&SB, still to be seen, has single black outlining to both the roundel and the bar (Ref: 13).

The next development was the introduction of the current version of the bar-and-circle, on which there is

no black lining at all. This is provided both as a vitreous enamelled sign, and as a glass sign. The best-known form of the latter is that introduced on the southern half of the Victoria Line from 1968, which is illuminated from the back (Ref: 14). It may not be generally realised, however, that non-illuminated signs of the same pattern were introduced as long ago as 1951 at Charing Cross for the Festival of Britain (Ref: 15).

Glass signs have limitations, particularly in an age of vandalism. (Even metal signs suffer from this - about 1970 the bronze frames were stolen from the signs at Shoreditch). Since 1960, new signs have usually been of steel, of unlined design. As usual, there have been several variants.

Where completely new signs have been installed, the commonest form is an integral sign made up on a single sheet. In the open these are usually fitted to standard tubular lamp standards. These signs are, unlike most earlier integral signs, of greater width than height (Ref: 16). In many instances, however, it has been desirable to fit new signs into spaces previously occupied by older signs. For this purpose the new sign must, of course, be the same shape and size as the one it replaces, and signs for this purpose are made up of two sheets. Where these signs are used to replace early Johnston signs, the arrangement of sheets is usually for the blue bar to be at the upper edge of the lower sheet (Ref: 17L), but in some cases, especially when replacing Metropolitan or pre-Johnston Underground signs, the bar is on the upper sheet (Ref: 17T).

Although most of the current unlined signs are integral, of the types described above, there are also sectioned unlined signs. The first to appear (about 1960) was a replacement of lined-out roundels by unlined in standard bronze-framed signs. (The bronze frame suffers much less from weathering than the enamelled plates in enclosures). The red ring on the new half-roundels goes right out to the enclosing bronze ring (Ref: 18). At Ongar, the signs of this pattern have had the bronze ring painted blue.

In a number of cases it would appear that only one lined half-roundel has been sufficiently corroded to require replacement, and as a result a number of mixed signs have

appeared, with one old and one new half-roundel. At Acton Town there are now at least four mixed signs at the one station (Ref: 19).

Currently, this process of replacing sections of bronze-framed signs is quite active. In the last year, some replacement appears to have occurred at at least twelve stations. The aluminium-framed signs at Farringdon and Barbican have now been fully converted to the unlined pattern (Ref: 18A). It is probable that non-standard bronze-framed signs are to be scrapped, rather than have special new sections provided for upgrading, as at Cockfosters there has been some replacement by standard integral signs.

The latest sign to appear is also section, but unframed as well as unlined, the edges of the three components (two half-roundels and the bar) being flanged so as to raise the sign about an inch from the wall, &c. (Ref: 20). It would seem that the crevices between the sections could act as traps for rain-water, &c., and render the sign liable to rapid corrosion. It is noteworthy that, so far, it has been used only in fairly sheltered locations when applied to surface stations.

- to be continued

LETTERS TO THE EDITOR

25.8.1974

Dear Sir,

Many members may be unaware that the French periodical 'La Vie du Rail' often carries items of U.K. interest, including articles, paragraphs, and photos concerning the Underground.

A copy I have just received (dated 9.6.1974) has a photograph of part of an exhibition in Paris of 300 models - included in this photo are the Hornby Metropolitan Railway electric loco and the two Met steam stock coaches (3rd brake, and first class) that Hornby listed in 6 volt, 20 volt and clockwork versions up to their 1938-1939 'Book of Trains'. I still possess one of the coaches and the 6 volt loco, but unfortunately its wheels are disintegrating - I also have part of the last 'Book of Trains' to illustrate these sets. It reminds me that pre-war I had a Trix catalogue that memory tells me included a German-made Met Rly camel-back electric loco; however, this I cannot confirm since this catalogue was a victim in 1940 of a bomb (also German-made!)

Another issue of La Vie (24.3.1974) has a better coverage of the Watford computer experiment than either L.T. News No. 20 or the May 1974 Railway Magazine.

Light railways, in France, Britain and elsewhere are also often in the pages of La Vie du Rail, such as on 8.4.1973 when a colour cover plus 3 pages (including four photos in colour) were devoted to the Romney Hythe and Dymchurch Railway.

Museums are not neglected, the Syon Park exhibits receiving 2½ pages on 12.8.1973, and again, of the illustrations seven were in colour, including a close-up of the Metropolitan heraldic device on the restored milk van.

Finally, for collectors, everything that has (or could be made to have) any railway connection is advertised; books in all languages are reviewed, sets of slides and railway calendars and diaries are offered for sale, as are such essential items as locomotive key-rings and T-shirts with locos printed on the chest.

Yours sincerely,

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

Peter Densham

18 Sep 1974

Dear Sir,

Calling-on Distant Signals, North London Railway

At a recent meeting of the Society the North London Railway was mentioned and a Member asked about these signals which were a very unusual feature. I do not know of any photograph showing these signals and it is as well to record details before they are forgotten.

Calling-on distant signals were placed underneath the distant a little way above eye-level of the driver, in the same way as a calling-on arm was placed under the home signal. They were only provided at places where the driver did not have a clear view ahead owing to an overbridge or a sharp curve, as at Dalston where I think there were five. Like calling-on arms they were miniature signals, lower quadrant, notched like the distant. When lowered at night a small green light was exhibited, but when horizontal the arm obscured the light.

When it was not considered necessary or desirable to check a train at the home signal when the line was not clear into the next section the signalman pulled off the home signal and the calling-on distant. The driver then knew he had a clear run into the station, but not beyond. There was a calling-on distant at Bow, and also one at Victoria Park where, on the line from Stratford there was also a calling-on arm under the home signal. In foggy weather the detonator was only removed if the distant was "off", the fogman telling the driver (if possible) that only the miniature (colloquially "the little-un") was "off".

167 Cornwall Road,
Ruislip, HA4 6AE.

H. V. Borley

19 Sep 1974

Sir,

The Wotton Tramway, by K. Jones

This book is recommended for all who are interested in the history of the Wotton Tramway or Brill branch of the Metropolitan & Great Central Railway.

A few amendments are necessary and the following have been agreed with the Author. Members should alter their copies accordingly.

Page 3 line 21 "15 June 1839" to read "Monday 10 June 1839".

Page 5 line 7 delete "4 October". Add "The last broad gauge train ran on 13 October 1868 and the first standard gauge train ran on 23 October 1868; between these dates passengers were conveyed by road service."

Page 48 line 4 from foot "Gove House" to read "Grove House".

Page 50 penult par. The Metropolitan closed many level crossings (mainly farm crossings) but not all. Quanton Road crossing was closed and replaced by a bridge in 1899 (not 1897 as is sometimes stated).

last line "1923" to read "1 October 1922"

Page 51 line 11 The coal trains in 1898 ran only as far as Neasden, not Marylebone.

167 Cornwall Road,
Ruislip, HA4 6AE.

H.V. Borley

1400 At about 08.10 Tuesday 24-9-1974, 7 cars of 1938 tube stock were noted in Channelsea West Yard, Stratford, with match wagons front and rear. It is understood that these were part of a batch of 16 being sent to Newmarket for scrapping.

1401 Jan Hildreth, appointed by Richard Marsh when he was Minister of Transport to the LT Board, is to be Director General of the Institute of Directors from 1-1-1975.

1402 It is rumoured that the London Rail Study Group, headed by Sir David Barron, will recommend that the Fleet Line should not be extended beyond Strand.

1403 Anthony Crosland, Secretary of State for the Environment, has refused consent for BR Southern Region abandonment of their Wimbledon-West Croydon service.

1404 BR Eastern Region report that shortages, the three day week and industrial disputes have delayed completion of the Great Northern electrification by at least six months. First electric services are now expected to run by Spring 1976, with completion some time in 1977.

1405 Mr. Barry Le Jeune, 28, has been appointed a principal assistant in LT Public Relations Office to lead the team dealing with correspondence on LT services from MP's, local authorities and members of the public.

1406 A Metropolitan Line Watford train was delayed 10 min waiting for a driver at Wembley Park on the afternoon of Friday 20-9-1974. The following Uxbridge train reached Harrow on time by diversion to the fast line and omission of stops at Preston Road and Northwick Park.

1407 TLURS has purchased a CSLR coach body dating from 1906; this has been moved to a temporary home on LT property, by courtesy of the Executive. Further details will be published in a future issue of the Journal. Also v. p. 175.

1408 The pre-1938 trailers now in use between 1960 tube DMs are to be replaced by 1938 tube stock trailers suitably modified. Each pair of the old trailers will be replaced by a single new car, thus forming 3-car units. The cars earmarked for conversion are 012177, 012229, 012406 and 012408. A sixth car will probably be modified to replace 4902 and 4903, now running in the Design Division's test unit 3910/3911, at a later date.

1409 Five of the 1935 tube stock trailers converted from streamlined motor cars were still in service on 26-7-1974. They were 012482 on the Bakerloo & 012478/89 on the Northern.

1410 Uncoupling NDM 30037 was still at Golders Green on 26-7-1974, albeit out of use.

1411 The Tunnel Cleaning Train which is nearing completion has power cars very heavily modified from 1938 tube stock motor cars 10087 and 10026.

1412 L54, the last of the new batch of 11 battery locos (L44-L54) was delivered to Ruislip Depot on 28-8-1974.

1413 Central Line trailer 2516 is reported with new route maps; these have small upper case lettering throughout and a smaller BR interchange sign, but with the double-arrow BR symbol.

1414 Car 1703 on 12-9-1974 still retained two plastic route diagrams, thus showing no interchange with BR at South Ruislip and no Victoria Line at Oxford Circus.

1415 A recent publication states that Met electric loco No. 1, John Lyon, now at Neasden, is to be restored and displayed in the Birmingham Museum of Science and Industry.

1416 James Mortimer, a member of the London Transport Executive since February 1971 has been appointed Chairman of the Conciliation and Arbitration Service.

1417 The extensive rebuilding of London Bridge BR station, recently approved by the Ministry of Transport will restore direct access from the main station to the LT Northern Line station. This direct link was broken in 1967 when the lifts were taken out of service and the new booking hall under the station forecourt were opened - since when passengers have had to cross this forecourt to reach the booking hall. The new subway will be built for LT by W. & C. French (Construction) Limited; completion is expected in just over a year. At a later date a canopy will be erected over the LT Bus Station so that all London Bridge interchange will be under cover except for northbound buses on through routes passing the station.

1418 A newspaper correspondent has suggested that, as the trains on the Underground are now so infrequent, LT should provide more seats on station platforms.

1419 Staff shortages are delaying the resignalling of the line from Baker Street to Stanmore for Fleet Line automatic operation.

1420 We have not previously recorded that the last CO/CP unit painted in train red on overhaul was 54055-53255. The first unit outshopped in bus red was 54255-53055, shortly followed by 54216-53196. This was about November 1973.

1421 An unusual operation has just come to light. On 23-3-1972 the Northern City stock transfer had to travel

via Hornsey (ER) where it reversed in the yard. The cause¹⁷⁵ was a points failure at Drayton Park, ER, and it seems that transfer crews are road-trained as far as Hornsey to meet this eventuality.

SOCIETY NOTICES

Correction October Journal, p. 154, ninth line from foot; "lease" should read "house".

Preservation The steel CSLR coach body recently referred to in an insert in this Journal, and mentioned in this issue in NF 1407, has been bought by the Society and has now been transported to a temporary site on LT property. It is not generally available for inspection at the moment, but further information will appear at a later date. Meanwhile, if anyone would like to donate towards its preservation, please make remittances payable to TLURS and send them to 203 Popes Lane, Ealing, London W5 4NH. These will be gratefully received, but no acknowledgement will be sent unless requested and a stamped addressed envelope received. Any information or photographs of this type of car would be of great help, as there seems to be little documentation available on them.

Costs and Subscriptions for 1975 Like everyone else, the Society has suffered from the unprecedented and continuing rate of inflation. The cost of the Journal in particular, despite a change of printer to help economy, has increased twice during the year and now costs almost twice what it did in January. Postage rates have also increased recently, so quite clearly something must be done if the Society is to remain solvent.

It has been agreed by the Committee that it would be unreasonable to raise the subscription by too great a sum, so the charge will be £2.50 for Members and £2.00 for Associate Members for the year 1975 - but this modest increase is not expected to cover fully the anticipated rise in costs during the year. Economies will be necessary, and so will maximising other income, such as profits from sales. The support of members in keeping TLURS financially sound during 1975 is needed, so that past standards may be at least maintained, and if possible improved despite the adverse conditions prevailing.

11.00-20.00 Saturday 2nd & 11.00-18.00 Sunday 3rd November
Stand at the Annual Exhibition of the Norbury Railway and Transport Society, to be held in the Territorial Drill Hall, Mitcham Road, Croydon.

19.00 for 19.15 Friday 8th November at Hammersmith Town Hall; an Illustrated Talk by Gordon H. Hafter, Rolling Stock Engineer (Railways), London Transport Executive, and a member of the Society, who will be speaking on "1973 Piccadilly Line Tube Stock". This will be a very valuable talk, coming as it does from someone as authoritative as Gordon Hafter, and should not be missed. PLEASE NOTE CORRECT DATE (it was wrongly given in the October Journal).

Saturday 16th November Visit to Northumberland Park Depot, London Transport. Names to S.E.Jones, 113 Wandle Road, Morden, Surrey, SM4 6AD, accompanied by a first class stamped addressed envelope.

19.00 Wednesday 20th November at Caxton Hall, Westminster, London SW1. A Joint Meeting of The Stephenson Locomotive Society and the Railway Correspondence and Travel Society which will be addressed by A.W.J.Reeves, Deputy Chief Architect, London Transport Executive on "The Construction of the Victoria Line". Mr. Reeves will also be presenting a film show covering his subject, and TLURS members have been very kindly invited to attend by SLS and RCTS.

19.30 for 20.00 Tuesday 26th November Society members have been invited by The Channel Tunnel Association to attend the Association's Annual Parliamentary Dinner, which will be held in the Cholmondely Room at the House of Lords. Tickets are £8 single and £15 double, exclusive of wines but inclusive of VAT and service, and may be obtained from the Organiser at 82 Albert Street, Windsor, Berks. Application should be made by 15th November, stating the number of tickets required, the names of those attending (this is necessary for compliance with Security regulations), and enclosing the appropriate remittance.

Wednesday 4th December Visit to Adlwyck Station, LT; names, accompanied by a first class sae, to S.E.Jones at address above.

12.30 Friday 6th December A meeting in the Friday Lunch Series of the Friends International Centre, Torrington Place, London WC1 which members are invited to attend. The speaker will be J.S. Wagstaff, and the subject "London Transport ... Present problems and future prospects".

Printed by Maitain Limited and Published by the London Underground Railway Society, 62 Billet Lane, Hornchurch, Essex.