

# UNDERGROUND NEWS

ISSN  
0306-8617

Second series Issue number 188

THE TIMETABLE for period beginning  
13 January 1978

## Friday 13 January

Talk by Mr P. Cassell. Vegetation Control on London Transport. 1900 for 1915 at Hammersmith Town Hall. PLEASE PHONE 01-997 6346 ON 12th. OR 13th JANUARY FOR CONFIRMATION OF MEETING PLACE.

## Wednesday 1 February

Library evening, 1830. The Society's library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London. NW3 6HE.

## Friday 10 February

Talk by Mr V.J. Searson on Protection of Terminal Stations on London Transport. 1900 for 1915 at Hammersmith Town Hall.

## Saturday 11 February

The Society will be operating its Sales Stand at the Transport Enthusiasts Bazaar, Islington Town Hall, Upper Street, Islington N.1. 1100-1500.

## Tuesday 14 February

Evening visit to Post Office Railway, Mount Pleasant Station and Maintenance Depot. Applications to Post Office Visits Organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET, enclosing S.A.E., by 17 January 1978. Acknowledgements will not be despatched until after closing date. Applications on behalf of other members cannot be accepted.

## Sunday 5 March

Library evening, 1830. Other details as for 1 February.

## Friday 10 March

Talk by Mr J.R. James, Permanent Way Safety Assistant, LTE Track Safety on London Transport. 1900 for 1915 at Hammersmith Town Hall.

## FLY THE TUBE - WITH OR WITHOUT ESCALATORS

By the time this journal is read, London Transport's £30 million Piccadilly Line extension to Heathrow should have been declared officially open by H.M. the Queen. The event was due to take place on Friday 16 December, with a 'Royal Train' carrying Her Majesty from Hatton Cross to Heathrow. Two trains - one for guests and a second for the Queen herself - have been specially prepared for the event, with no expense spared. Both, although virtually new, have had their exteriors 'acid cleaned' and the almost untouched floors re-varnished. Intense cleaning has been done, and special consideration has been given to the train equipment to obviate as many potential failures as possible; crews have been specially briefed and finally the trains have been stored securely at Northfields pending the actual event. At Heathrow and Hatton Cross there has been a security guard on duty for several weeks prior to the opening, and here too special cleaning has been undertaken. Additionally at Hatton Cross, since passengers will still be using the station during the Royal opening, special traffic-flow arrangements have had to be made.

Heathrow Central itself has been a hive of activity in recent weeks, with the signalling being fully commissioned, trains commencing trial running (from Sunday 11 December) and various building, heating and ventilating and escalators staff working not only towards the Royal opening but also to a stage at which the Department of Transport will accept Heathrow as safe for passengers. The escalators themselves have been a major stumbling block. Construction of the escalators at Heathrow as well as escalator renewal and modernisation elsewhere has been hit badly over the past two years by a series of industrial disputes with the staff of Otis Ltd., the company to whom LT has contracted out the escalator project at Heathrow. It is ironic that the British Airports Authority moving walkways between the station and the Airport Terminals have been in use for some months; these were constructed by Otis Travolators Ltd. a subsidiary of Otis whose staff have no dispute with the company. Sadly, Otis have a world-wide monopoly in the escalator business, and LT have little alternative but to continue using their services. Whether or not Her Majesty has to walk up a partially completed escalator at Heathrow still remains to be seen.

## CHRISTMAS DAY SERVICES 1977 - THE PLAN

Once again at the beginning of 1977 the popular rumour that this year there will not be any Christmas Day Underground services was rife, and indeed right up to September/October it seemed for the first time that that may be the case. However, timetables have at last appeared, and although it is a very paltry offering LT have managed to scrape a few train services together. The services are similar to last years with a few cutbacks - the Piccadilly Line will only operate once every  $\frac{1}{2}$  hour between Arnos Grove and Heathrow, losing its Rayners Lane service. The District & Circle and Hammersmith & City lines will be running  $\frac{1}{2}$  hourly services between Putney and Barking, South Kensington and Baker Street (via High St.) and Hammersmith and Whitechapel respectively (no change) and the Central Line loses its Hainault service to be cut back to  $\frac{1}{2}$  hourly between White City and Leytonstone. The Met. main will operate hourly between Baker Street and Rayners Lane, with additional  $\frac{1}{2}$  hourly trains to Harrow-on-the-Hill, and the Bakerloo will operate its usual  $\frac{1}{2}$  hourly Queens Park - Elephant & Castle only. Lastly the Victoria Line service will be  $\frac{1}{2}$  hourly between Brixton and Seven Sisters. Most of the choice non-stopping sections have now been lost, as on most sections which are running, a large number of stations are open. One of the best sections was Uxbridge - Rayners Lane, which of course is not running this year. The longest non-stopping sections this year are Acton Town - Hounslow West and Mile End - Upton Park.

### FURTHER WORK AT KILBURN

From Friday 25 November to Monday 28 November, LT engineers had possession of both the Northbound lines at Kilburn in connection with the rebuilding of bridges MR 16 and 17. This is thought to be the longest period of possession to date on LT railways; precisely it lasted from 21.30 on Friday 25 to start of traffic on Monday 28. The object of the work was to demolish the superficial steel work of the old bridge, remove the track, ballast and track foundations, and hoist into position a series of steel girders which form part of a temporary bridge which now carries the Northbound Metropolitan and Bakerloo Lines over Kilburn High Road and Christchurch Avenue, whilst reconstruction work continues underneath the temporary decking.

As a result of this work, services were severely disrupted and in some cases suspended; for the larger part of the possession however, a 15 minute Stanmore service via the Southbound Local (wrong-road, northbound) and the Southbound Met. (Southbound) was provided, as detailed in UN185. On Friday evening, however, before the wrong line working was set up, the Metropolitan Line services stopped at about 21.00 hours south of Wembley Park, allowing the Bakerloo trains to run over the Met. tracks whilst the preparations

were made for the weekends work. In addition, BR ran a supplementary shuttle service between Marylebone and Harrow to compensate for the deficit of Met. trains south of Wembley.

On Saturday, 'Bakerloo only' south of Wembley arrangements continued throughout the morning, each Northbound train making its 'double shunt' at West Hampstead; the Met. services again ran more or less as normal but only north of Wembley, with the exception that the Amersham service was replaced by a BR service supplemented again with a shuttle, between Harrow and Marylebone, which was little used. The reason was probably that there would be less 'down' traffic at that time of day and also that people did not have time to react to the loudspeaker announcements at Harrow before they were carted off to Wembley Park by A60 stock.

At about 1400, all services stopped between West Hampstead and Willesden Green (including the BR trains) whilst the 'heavy work' was performed at Kilburn and a series of heavy steel girders hauled into position.

The commencement of reversing at Willesden Green was marred by various events, which, overall, give the impression of insufficient advance instructions to staff, or inability to translate such into action! The first Bakerloo to reverse waited about  $\frac{1}{4}$  hour in the S.B. Met. platform before the points were thrown. Having reversed, this train departed about 23 minutes late N.B., thus creating a near 40-minute gap in the service. The second trains would have reversed far more quickly, had the driver been aware of the correct stopping position prior to reversing. It was necessary for all trains to draw about 200 yards clear of the points so as to clear the track-lock of them. Unfortunately, this train came to rest about 50 yards clear of the points and the driver changed ends, unaware that the points were still reverse and could not be normalised. Much waving of the staff responsible for clipping and scotching the points was taken by the driver to mean 'draw forward' although the actual intention was for him to move further away! He thus started up and was quickly stopped whilst an Area Manager ran down the track to advise him of the action needed. He then changed ends, proceeded to the marked 'shunt limit' (i.e. a temporary one), changed ends again, and then proceeded 'normally'. These incidents meant that the initial N.B. service was severely disrupted and also that S.B. passengers were delayed getting into Willesden Green to change to buses.

A Met. train worked to Willesden Green in the late afternoon, covering a gap in the Bakerloo service, no doubt following the incidents observed in the period 1400-1500, as above.

At Willesden Green, the side entrance to the station was open for passenger interchange with the buses (our correspondent had never seen it open before) and there was also an exit (which was

not seen in use) specially provided about half-way along the S.B. Met platform - this was done by cutting a hole in a hoarding and fitting a lockable door, with a collector's hut just inside the station side, which had even been equipped with lighting, one wonders if it was used for excess traffic, or just as an expensive decoration!

These arrangements continued (with a 15-minute Stammore service) until about 16.00 on Sunday 27th, when BR and Bakerloo services resumed again as on the previous weekends. This arrangement stayed (with a few late night Met. trains running through to Baker Street) in operation until start of traffic on Monday 28th. Traffic was fairly heavy, and allowing for type of staff currently employed, quite well handled!

## BUS DIVERSIONS AND 'EMERGENCY' SERVICES

### 1. Diversions

Diversions of both Northbound and Southbound bus services (16/16A/32 and Green Line 708) were carried out in the period when the A5 was closed at Kilburn station. The details of the diversions were shown in UN185.

### 2. 'Emergency' Services

#### A. Willesden Green to West Hampstead

This service was provided exclusively by Fox's of Hayes on Saturday. Routings followed were:-

#### Southbound:

Passengers boarded at Station Parade, opposite side to side exit from station (open for purpose!)

#### Thence:

Walm Lane, Dartmouth Road, Exeter Road.

Kilburn passengers boarded/alighted at corner Exeter Road/Shoot-Up Hill.

#### Thence:

Shoot-Up Hill, Garlinge Road, Fordwych Road, Maygrove Road, Iverson Road, West End Lane, Broadhurst Gardens.  
(where passengers alighted).

#### Northbound:

Passengers boarded at Broadhurst Gardens (North Side)

#### Thence:

Priory Road, Compayne Gardens, West End Lane, Iverson Road,

Kilburn passengers boarded/alighted at corner Iverson Road/Kilburn High Road.

#### Thence:

Cavendish Road, Mowbray Road, Mapesbury Road, Teignmouth Road, Walm Lane, Grosvenor Gardens, Blenheim Gardens, Station Parade. (Where passengers were set-down opposite station, or, if any coaches around, as far back as part way down Blenheim Gardens!)

Although many 'no parking' signs were laid out (by the police?) in various roads, traffic was a problem along this route. One coach was delayed 5 minutes at Kilburn by a car parked badly on the corner of Exeter/Shoot-Up, the driver presumably having thought that this was one day when the lack of through traffic meant he could do as he liked!

The service tended to be bunched and the impression was of three or four coaches followed by several minutes gap - this was a combination of waiting for trains to arrive, and traffic difficulties, with a small measure of poor regulation by the LT Bus Inspectors in charge.

An unusual sight was an LT Bus Inspector at Iverson Road/West End Lane junction (1655 hours) directing traffic!

## 2. B. Marylebone to Harrow-on-the-Hill

On Saturday this service was provided by Ebdon of Sidcup and at least one other firm (possibly associated judging by similar fleet colour) from that area. On Sunday, a large variety of LT buses were used on this service including at least one 'RT' type.

### Northbound:

Passengers boarded at No.1 bus stop, opposite entrance to Marylebone Station.

### Thence:

Harewood Avenue, Marylebone Road, Fly-over, Harrow Road, High St. (Harl.) Craven Park Road, Hillside, Harrow Road, High Road (Wembley), Harrow Road, Watford Road, Kenton Road, Lowlands Road, Station Approach (where passengers alighted)

### Southbound:

Passengers boarded at Station Approach, outside Lowlands Road entrance to station.

### Thence:

Station Approach, Peterborough Rd., Kenton Road, Watford Road, Harrow Road, High Road (Wembley), Harrow Road, Hillside, C.P. Road, Church Road, (one way), C.P. Road Manor Park Road (one way), High St. (Harl.), Harrow Road, Fly-Over, Marylebone Road, Great Central St., Station. (where passengers alighted at No.1 bus stop).

As this service was using 'main' roads for the journey, it possibly suffered more from traffic congestion than the Kilburn area service. The driver I returned from Harrow with had lost one journey in the afternoon due to being unable to match the 32 mins. allowed for the journey, though he managed a commendable 24 mins. journey time at 1832-1856 hours, when the road traffic had lessened. Bunching was less evident, probably due to it being evening and to the fact that one coach could easily 'lose' a tailing one at lights or due to faster driving over such a distance, whereas the Kilburn service precluded such activities for more than a hundred yards or so!

I think that this is possibly the first time that it has been possible to cover the full length of a trolleybus route on such a railway service and it was particularly pleasing to do this over what used to be route 662!! (This only applied Northbound, due to the one-way schemes detailed on the Southbound Journey).

## 2. C. Marylebone to West Ruislip

This service started inside the station at Marylebone, and involved Valiant's Coaches. The route was Harrow Road to Sudbury thence to Ruislip via South Ruislip.

Additionally on the Saturday, one correspondent noted the following:-

Return journey (from Harrow only, having arrived there by road privately): Chalked notice on Harrow Station steps saying "Aylesbury Trains pfm. 2". When I went to the barrier to catch the 19.22 there were no trains to/from Aylesbury at all, and I was directed to the west forecourt and caught a special Lee & District coach which departed correctly at 19.22. It omitted Moor Park but called at all stations to Aylesbury except Chorleywood, where it seemed booked to call but the driver ascertained that there was no-one to set down (what about anyone to pick up, or was this a set-down service only?). The coach was well filled and set down people at each station. Arrival at Stoke was some 20 mins. late at 20.25 approx.

The coach had a white-on-blue sticker on its windscreen "On hire to London Transport". Since the formation of London Country was this the first LT vehicle to run in passenger service north of Amersham...?

Congestion in Harrow west approach was considerable, with 3 or 4 coaches arriving at once. A chalked notice was displayed on Monday 28/11/77 apologising for the disruption and road congestion.

## ANNUAL GENERAL MEETING - 1978

Members are hereby given preliminary notice that the 1978 Annual General Meeting will be held on Saturday 11th March, 1978 in the Council Room of the Science Museum. The formal notice will be given later. Proposed changes in the Rules of the Society, and nominations for the Committee, should be sent to the Secretary, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET so as to reach him not later than 21st January 1978. Any nominations should have the prior consent of the person concerned.

LETTER TO THE EDITOR

Sir,

Trains of old tube stock for scrapping at Long Marston regularly arrive at Evesham where they wait in the siding by the new Signal Box to be worked to Long Marston via Honeybourne.

A train at Evesham on 6.11.77 was formed as follows:-  
London End FB 579/012373/12060/012298/12121/11212  
10212/11056/10132/012218/FB578 Worcester end.

All coaches had "Bakerloo" route boards inside including 11056. The label on the special brake van read -  
FROM NEASDEN L.T.E. THRU. WEST RUISLIP  
EXCEPTIONAL LOAD  
COND. COACHES  
BIRDS P.T.E. SIDINGS  
TO LONG MARSTON  
NORTHOLT GREENFORD READING  
DIDCOT OXFORD WORCESTER  
KINGHAM HONEYBOURNE JUNCT.

The practice is to run them to Evesham from Oxford on a Thursday and leave them there for collection on Friday. I gather that the longer wait is sometimes due to lack of motive power.

I trust the above will be of interest.

Yours faithfully,  
W. Hillier.

December 1977  
Evesham, Worcs.

BOOK REVIEWS

GLASGOW UNDERGROUND ..... THE END OF AN ERA

A PHOTOGRAPHIC RECORD OF 'GLASGOW'S VICTORIAN TOY'

BY DAVID H BARZILAY PRICE 60p. 47 pages, 45 B & W illustrations, 2 maps. Published by Century Services Ltd., Belfast.

The Glasgow Underground has come in for some treatment by many but this book is the latest in a line of publications about the system. It is well presented and extremely good value for only 60p. The photography is of a high standard considering the photographic conditions of the subway, but there are a few drawbacks, for in the bibliography Mr Barzilay has only researched from the most recent of the subways standard works.



Throughout the book various paragraphs suffer from the want of proper proof reading, the corrections required are:-

- P.4 Line 29 ADD 'Navigation' between 'Clyde' and 'Trustees'
- P.5 Para 2 Delete 'bullheaded with flat-bottomed soles 5 in wide and 5½ in high in 33 ft sections and weighing 80 lbs per lin. Foot'  
ADD 'Flat-botcom section 5 in wide and 5½ in high in 33 ft sections weighing 80 lbs per yard'.
- P.5 Para 7 Delete '15 mph'  
ADD '13 mph'
- P.22 Para 1 Delete 'Copland Road'  
ADD 'Govan Cross'
- P.22 Para 2 Delete '660 ft'  
Line 6 ADD '94 metres (286' 6")'
- P.22 Para 2 Line 8 After steepest ... ADD 'West of Shields Road Station being 1 in 18 and at the river crossings 1 in 20.'
- P.27 Para 1 Substitute as in P.5 Para 2.  
Lines 1 and 3
- P.35 Para 2 Delete 'generators'  
line 5 ADD 'compressors'.

This book is available from Assistant Sales Manager,  
21 Chestnut Grove, South Ealing, London W.5 4JT.

#### ACCIDENT REPORT:

Glasgow Underground - Collision that occurred on 19 July, 1976, between Merkland Street and Govan Cross stations (Inner Circle).

At about 11.48 a 2-car train (route 12) was ascending the 1 in 20 gradient under the Clyde when it developed a traction motor fault near Govan Cross station and subsequently rolled back (without the conductor being by the handbrake at the rear end).

Train route 13 detrained its passengers at Merkland Street and without waiting for the breakdown squad to arrive proceeded to meet Route 12 under the instructions of a Line Inspector who was concerned with getting the service back to normal rather than working to the rule book. As a result, Route 13 collided with Route 12 causing injuries to 5 passengers and 4 staff.

12 rules quoted in the report which are applicable to this type of incident were never applied largely due to ignorance and non-observance because the majority of witnesses at the inquiry quoted that this was 'always the procedure',

Had the rules although not very clear, been applied this type of incident would have never happened. However Greater Glasgow P.T.E. have drafted a new rule book for the modernised system.

DAVE CARSON

## SUBWAY ON SONG

Those of you who possess a copy of the book 'I belong to Glasgow' will notice that on Page 94 there is a verse from the song 'The Glasgow Underground' by Cliff Harley and Ian Gourlay, since that song was written, Billy Connolly (The Big Yin) has also produced a song about the Subway which is not really suitable enough to be sung at Vicar's tea parties or at Women's Institute music evenings!

But the latest offering comes from a Glasgow folk group called The Edible Pear, the title of the song is 'The Wee Subway Train' and it goes like this:-

The wee subway train kept going round and round  
It ran beneath Glasgow streets way below the ground  
It carried many passengers for more than 80 years  
And memories will linger when the old train disappears.

In 1896 when Queen Victoria ruled the land  
The British Empire flourished and many schemes were planned  
Glasgow got a Christmas present fit to please a Queen  
The biggest Model Railway Train that they had ever seen.

The Glasgow people were amazed and tales began to tell  
Their 2-car train on 4 foot rails produced a wondrous smell  
The air cured weans of whooping cough and many bought a seat  
Ye'd think it was the train for Lourdes instead of Merkland Street  
The First World War Depression and on to World War Two  
The wee red train kept going on and saw the bad times through  
As regular as clockwork, of that there was no doubt  
A legend in the making was our Magic Roundabout.

Students went on 'sub crawls' got off at every stop  
Up the stairs to buy a pint and drank down every drop  
And if they missed their station as they slept aboard the train  
They could doze with safety for it took then round again.

The years rolled on, they took their toll the parts began to wear  
The water seeped, they got a boat, the 'Moles' began to swear  
They pumped out underneath the Clyde to keep the tunnel clean  
Or Glasgow would have owned a red and yellow submarine.

Fish suppers gone, the times have changed, we're on to  
Pizza Pies  
No more shoogly flickering rides, they're going to modernise  
Antiseptic carriages, computers in control  
But in our Glasgow memory the old red train will roll.

(Extracted from 'Interchange' the staff newspaper of Greater  
Glasgow P.T.E.)

P.S. Perhaps a suitable ballad for L.T. should be 'Why are  
we waiting'.

D. J. CARSON

#### NEWSFLASHES

- NF 1874 The first 3 units of 'C77' stock entered service on the  
Hammersmith & City Line on Monday 12 December. These  
trains will not operate on the Putney/Edgware Road  
service as yet, due to lack of union agreement over  
District crews working the stock to Hammersmith Depot.  
In consequence, several workings of District stock to  
Hammersmith (Met.) shown in the new District and Met. Line  
timetables are temporarily cancelled.
- NF 1875 The first two cars of the Westinghouse-equipped  
experimental tube train unit (nos. 892 and 692) arrived  
at Ruislip on 25.11.77. The third car (893) arrived  
on 13.12.77.
- NF 1876 The 3-car electric door 1959 stock unit (1022-2022-  
1023) has been withdrawn pending conversion to air-doors.  
The electric door equipment on these cars is likely to  
be used in the short term to provide spares for the  
4-car EDO unit, 1020-2020-9021-1021).
- NF 1877 Recent advertisements in LT trains of Underground  
interest include 'Vladivar Vodka' (set of 3),  
National Westminster Bank (one for each line) and most  
recently Quantas (in connection with the Heathrow  
Extension). All appear in both car-card and illuminated  
type forms. A trackside advert worthy of note is one  
advertising the latest LP record of a popular Rock  
Music Group. At the bottom of the poster, appropriately  
the words 'THESE TRACKS ARE ELECTRIFYING' appear in red.
- NF 1878 1938 Tube Stock units 10107 and 10270 were transferred  
to Neasden for scrapping on 30 November.

- NF 1879 Fire-risk polyurethane foam seats fitted to 1972 (MkII) stock and some 1973 stock cars are being gradually replaced by less combustible horse-hair seats as the opportunity arises. The following 1973 stock cars are known to have foam seats (not necessarily throughout) at the time of writing:- 319-519-119, 118-518-318, 127-527-327, 337-537-137, 326-526-126, 106-506-306, 115-515-315, 864-664-865, 135-535-335, 154-554-354, 143-543-343, 108-508-308.
- NF 1880 As a result of the impending opening of Heathrow Central most 1959 stock trains (and also car 1728) have had new destination blinds fitted at the West end, which are capable of displaying 'Heathrow'.
- NF 1881 On Tuesday 22 November a 6-car 'C69' stock train formed of 5594-6594x5566-6566x6574-5574 worked the 0017 Baker Street to Uxbridge.
- NF 1882 As a result of a derailment in Morden depot some time ago, 1959 stock cars 2312-1312 were transferred to Acton Works for repair, between pilot cars L130 and L131 on 1 December 1977.
- NF 1883 The following cars of CO/CP stock were transferred to Ruislip from Ealing Common for scrapping on 15 December 1977: 53247-54053x53031-014062-54037x53001-54193. The two 2-car units are to be retained temporarily at Ruislip for shunting scrap CO/CP stock.
- NF 1884 'C77' stock deliveries have now reached 5713-6713, 5714-6714, 5715-6715, 5716-6716.
- NF 1885 The 'Platform 4' platform sign at Aldgate was noted as being in position UPSIDE DOWN on 10 December 1977.
- NF 1886 The following 1973 stock cars are currently under preparation at Ruislip depot: 241-641-441, 868-668-869, 131-531-331, 170-570-370, 100-500-300, 101-501-301, 253-653-453 (all these units have ceiling mounted vent. fans fitted) also in store: 870-670-871, 890-690-891, 882-682-883, 888-688-889, 240-640-440, 242-642-442, 886-686-887, 884-684-885. Units 170 and 131 were transferred to Northfields on 20.12.77.
- NF 1887 'CP' stock car 54241 has been noted running recently on the Putney-Edgware Rd. service displaying the destination 'EDGWARDAD'!!

- NF 1888 The following units of 1973 T.S. were used in a rehearsal of the Royal Opening of Heathrow Central on 12 December:  
217-617-417x332-532-132 (Guests train)  
202-602-402x325-525-125 (Royal train).
- NF 1889 'CP' stock car 54251 has recently emerged from Acton Works with the no. '4' digit missing from the front 'offside' number.
- NF 1890 1938 tube stock cars 11297 and 11044 has recently been fitted with 'Storno' radio equipment.
- NF 1891 1938 Tube Stock units 11185 and 10304 were transferred to Neasden for scrap on 15 December; units 10134 and 11278 have also been transferred, it is thought in the same week.
- NF 1892 1959 stock car 1309, which was damaged by terrorist action last year, was cut up at Acton Works by contractors on 13/14 December. Only the solebars remain, welded to the accommodation tracks which the car has been on since entering the works.

#### SCALE MODELLING

At the last committee meeting, Mr. S. Smith and Mr. I Robins were elected as Modelling Secretaries for the Society. Over the past few years this post has been neglected, but now we hope to revive an interest in modelling at Society level.

We presume that many members are keen modellers, but unfortunately we do not know who they are. Attached is a questionnaire, which if returned will give us an idea of the various interests of the modellers within the Society,

This then is our initial aim, to co-ordinate the modelling activities of the Society as a whole, and to be in a position where we can provide advice by calling on the knowledge of the Society and the experience of individuals.

Other proposals are to report on articles in the modelling press, review exhibitions and report on commercial developments. (If anyone has any information on these points we would be more than happy to receive it).

It may also be possible to have a 'modelling evening', possibly before a Hammersmith meeting, where there would be an opportunity to display models and meet fellow modellers.

8 These are all ideas, please fill in the questionnaire so we can gauge interest within the Society.

(Questionnaire attached.)

## END OF FINANCIAL YEAR

All officers and members holding funds belonging to the Society, or being owed money by the Society, are asked to send their remittances and claims respectively, made up to 31st December, 1977, to the Treasurer, D.F. Croome, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET to reach him not later than 7th January 1978. Membership subscriptions should not be sent to the Treasurer, but to the Registrar.

## OBITUARY

Sir Alec Bruce Balmain Valentine, Chairman of London Transport from 1959 to 1965, died in early December, aged 77.

After joining the London Underground group in 1928, he became personal assistant to the Managing Director, retaining this post when the L.P.T.B. was set up in 1933. After holding several senior posts, he was appointed one of the initial full-time members of the London Transport Executive in 1948. He was a member, later Chairman of the London Plan Working Party, which planned new lines for London, including the Victoria Line. He left L.T. to join the B.T.C. in 1954, but returned to L.T. as Chairman in 1959. He was knighted in 1964.