UNDERGROUND

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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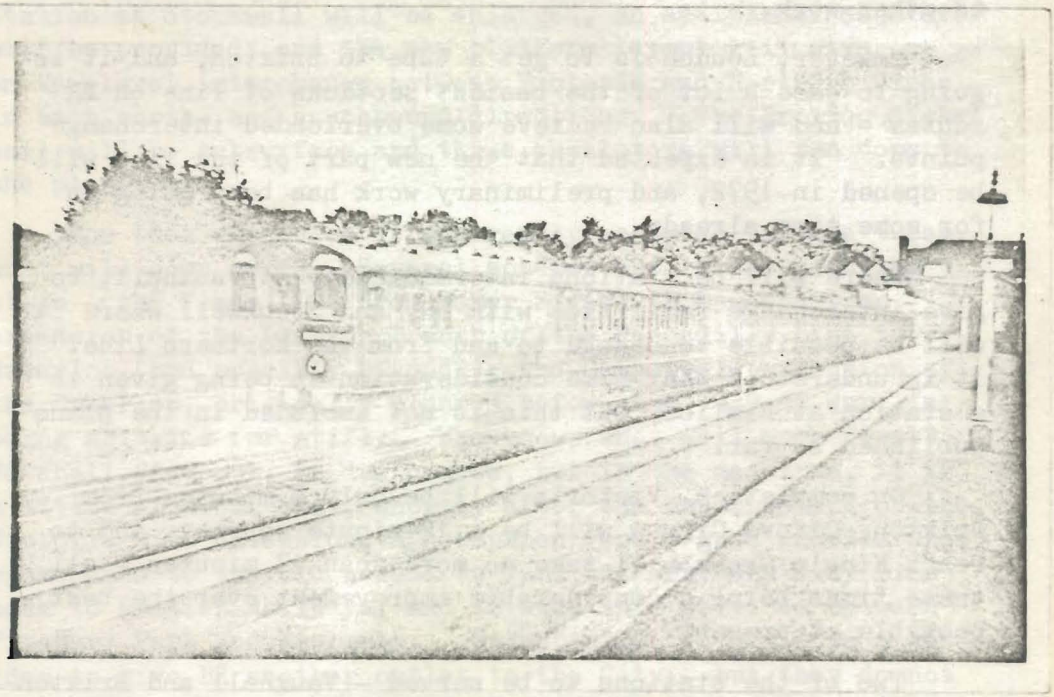


Train of T Stock in the siding at Watford
with 2744 nearest the camera
26th August 1961.

VICTORIA TO BRIXTON

The news, on the 4th August, that the Minister of Transport had approved the Brixton Extension of the Victoria Line, was a further welcome indication that the Underground is being seriously considered for expansion to relieve the congestion in the streets. Even so, Mrs Castle's approval came rather later than it should have done to take the full advantage of the construction teams assembled for the first part of the line - teams which have already begun to disperse to other work.

However, London is to get a tube to Brixton, and it is going to ease a lot of the busiest sections of line on BR routes - and will also relieve some overloaded interchange points. It is expected that the new part of the line will be opened in 1972, and preliminary work has been going on for some time already.

There will be stations intermediately at Vauxhall, to give interchange facilities with BR, and Stockwell where it will be possible to change to and from the Northern Line. It is understood that some consideration is being given to a station at Pimlico, but this is not included in the plans published so far.

On completion, Victoria will be only 8 minutes from Brixton, Oxford Circus will be a 12-minute journey, and to reach King's Cross will take no more than 17 minutes - all these times being a considerable improvement over the best possible at present.

Two of the stations to be served - Vauxhall and Brixton - will be new to the Underground map, and it is estimated that they and Stockwell (already served by the Northern Line) will together deal with 18 million passengers in the first year in service. It is hoped that motorists will park their cars at Brixton, and continue their journey by tube if travelling to the centre of London.

Present road and shop redevelopment plans for the Brixton area are likely to make the terminus there increasingly important as a focal point of travel south of the Thames. The station will be in the heart of the area which Lambeth Borough Council are planning to make a major shopping and office centre. The southern section of the Motorway Box is planned to pass through Brixton, and at least one

radial motorway is likely to join it nearby. These new developments are likely to substantially increase the usage of the extension.

At Vauxhall the new station will be built beneath the site where the new multi-level road layout is planned at Vauxhall Cross. It will have a subsurface ticket hall, from which escalators will lead to the tube platforms, and there will be interchange facilities with the Southern Region of BR. The present surface ticket hall of the Northern Line station at Stockwell will be enlarged, an additional escalator will be provided, and the new platform layout will give an on-the-level interchange between Victoria and Northern Lines in both north- and southbound directions. The Brixton ticket hall will be subsurface and three escalators will run down to the platforms.

Now that expansion is apparently accepted for the tubes, what will come next? Several schemes are in the planning stage - the Fleet Line from Baker Street to Lewisham, an extension of the Aldwych Branch of the Piccadilly Line to Waterloo (and possibly beyond?); the Camberwell extension of the Bakerloo, originally planned before the 1939-45 War, is being agitated for still. Who knows what will come first? We shall find out, in due course, but in the meantime, it is a little ironical that, shortly after the announcement of the Victoria Line extension, a newspaper report gave considerable prominence to the old scheme to hand the Northern City Line back to British Railways, and to stop tube services between Finsbury Park and Moorgate. Undoubtedly, it would be a good idea to give BR another outlet to the City - but they do not make anywhere near enough use of the Widened Lines at present; why not develop that route for BR, and extend the Northern City southwards (and possibly northwards, too) and continue its use by London Transport? The NC has always been rather a Cinderalla line, and it is obviously ready for extension - the only questions are who by and where to.

Editor's Note

The photographs on the front page of this issue have been reproduced by a much cheaper method than the one used for the last photos printed. It is recognised that the method is not wholly successful, but it was decided to print one page this way to let members see for themselves the results, and so put them in a position to judge whether the standard is acceptable.

THE WOOD GREEN SATELLITE BUS SCHEME

Last month (p.139 et seq) the Journal contained an article on the new Turnpike Lane Bus Station, designed to cater for the 'satellite' services planned; we now take a look at the proposed services themselves, to see how they will fit the overall scheme and feed the Underground.

The Wood Green/Turnpike Lane area of North London has been selected for the first of the suburban satellite schemes which will take its place in the complete reshaping of the central bus services, and outline proposals were published by London Transport in March this year.

In the first stage LT plans to bring in four flat-fare routes operated by single-deck buses with coin-operated entrance gates; at the same time a number of existing routes will be modified. The satellite buses will each have 25 seats and room for 48 standees, and their routes will provide high-frequency, short-distance journeys for commuters going to and from Wood Green, Turnpike Lane and Finsbury Park tube stations and to local business areas. They will also act as feeders for the main trunk bus routes into the West End and City. In the off-peaks they will be run for shoppers going to the Wood Green High Road shops. At a later stage and depending on the experience gained, there will be more single-deck flat-fare buses in the area.

Possible routes for the feeder services, now being examined are:-

Northumberland Park - Wood Green - Finsbury Park;

Finsbury Park - Crouch End - Muswell Hill "Victoria" - Turnpike Lane (during peaks, and extended to Wood Green for shopping and evening traffic);

Winchmore Hill - Wood Green (during peaks, and extended to Turnpike Lane for shopping and evening traffic);

Edmonton "Cambridge" - Turnpike Lane (during peaks and extended to Wood Green for shopping and evening traffic.)

Under the scheme Turnpike Lane tube station will become the focal point for public transport in the area, and the starting or finishing point for the majority of local services.

It is proposed that the bus station, which lies behind the Underground station should be remodelled and roofed, and this work is now in hand - see last month's article mentioned supra.

The scheme will eventually change the whole pattern of public transport in the Wood Green area, and is aimed at improving the services during peak and shopping periods by minimising the effect of traffic congestion and making services more regular and reliable - and to win back passengers from their own transport. It is intended to be the forerunner of satellite schemes in many areas of London.

It has been appreciated from the start of planning these services that much of their success will depend on good traffic management and interchange facilities; to attain these two aims the co-operation of the both the London Borough of Haringey Council and the Greater London Council will be essential. With this in mind, the members of Haringey Council were shown, as long ago as the 7th March, one of the new type buses, and given details of the proposals. In addition, there are frequent consultations with officials of the two Councils. Negotiations are also in progress with the Transport and General Workers' Union on a new productivity agreement to amplify the existing one providing extra pay for one-man bus operation.

To operate the new routes, between 40 and 50 new single-deck buses will be required; these will have front entrances and centre exits, with power-operated doors controlled by the driver. Passengers will pass through the twin coin-operated gates on payment of the flat fare - 6d for adults, 3d for children - but special provision will be made for children with scholars' term tickets to use the buses.

When these services have been put into operation it will be interesting to see their effect on the Underground services they feed. Will changes be necessary in the train services? Will there be any appreciable drop in local, short-distance traffic? Will even more people travel to work by tube and bus, rather than by driving to the station and leaving their cars in the parks? Will rail traffic be attracted from the present car pwners who travel all the way to central London by car? Answers to all these questions will be known before long.

One last thought, prompted by the special arrangements being made for schoolchildren; could not even more commuters be attracted by the issuing of through bus-and-train season

tickets to cover the traveller's complete journey? It is at least a possibility.

CASING THE JOINT

John Reed

The following survey brings the story of the M&GC north of Amersham up-to-date, and follows on previous articles in the Journal under the same title.

At Amersham itself there is little change, except that goods facilities are withdrawn, as they are at all other stations except Aylesbury Town. From Great Missenden to Aylesbury inclusive fluorescent platform lighting has been provided; at Great Missenden, the new lamps have replaced earlier electric lighting; gas had been in use at Wendover (and still is in the signal box), while Stoke Mandeville went straight from oil to fluorescent without intermediate gas or tungsten stages!

The lone siding at Stoke Mandeville is now out of use, and all signalling was taken out of commission on May 1st last. The signal box has been retained as a Permanent Way hut, replacing a small wooden shed at the platform end. The signal box nameboards were removed. Apart from these alterations, there has been little change in local signalling for some time; it is rumoured, however, that the line will go over to colour light signalling in the near future, involving the closure of all boxes between Claydon L.N.E. and Amersham exclusive except Aylesbury South.

It is pleasant to see development rather than withdrawal of facilities at Aylesbury, although the changes are of a minor character. A new carriage siding is being put in at the former goods sidings south of the station, and a new oil depot is being built near Oxford Road, which will apparently be rail-connected. Local freight seems to flourish, and it has been reported that the goods shed is to be extended.

Quainton Road is now completely closed, and the once busy yard now presents a desolate appearance; the only sign of life is provided by the continuing use of the yard for coal storage by local merchants, which also applies at the Great Missenden group.

An official in the local press indicating a plan to fill in the railway cutting at Hogshaw (between Quainton and Granborough Roads). This will be"a substantial departure from the County Development Plan". One bridge carrying a farm

track over the former line has already had rubbish tipped beneath it, completely filling the arch. A line of pylons now marches up the track bed to Granborough Road where the crossing-keeper's house (original Aylesbury and Buckingham Railway architecture?) is still inhabited. At Verney Junction, all track over the previous Metropolitan route has now been lifted right down to Winslow Road, where a brick-built dwelling for livestock now fills the space between the mouldering platforms. The rickety bridge, No 198, which as recently as 1963 bore a passenger train, has been removed. The road beneath had to be closed throughout its length while dismantling took place, which event caused an official announcement to be inserted in the local paper. The notice warned that all traffic OVER (sic) Bridge No 198 would be suspended for the day! Verney Junction itself changes very little, the LNW side still managing to find the odd handful of passengers. Despite closure notices being posted some time ago, actual withdrawal of services seems to be no nearer in view of the difficulty of providing a satisfactory replacement bus service.

On the Brill branch, the present owner is gradually incorporating part of the route between Waddesdon Road and Westcott into neighbouring fields, and allotments and fencing now spans the former track. Since the removal of the bridge which carried the branch over the GWR at Wood Siding station, the course of the old line is difficult to follow through Rushbeds Wood, where nature is reclaiming her own very rapidly.

AN UNUSUAL FAILURE

Mention has not previously been made in these pages to a fault which considerably misled passengers on the eastern end of the Central Line in January this year. On the 30th of that month, the indicators on the platforms showed wrong destinations during the evening rush hour, and gave homegoing commuters a lot of trouble - many people found themselves on the wrong branch beyond Leytonstone. When the fault was not speedily corrected, the indicators were switched off.

In apologising to those inconvenienced, LT explained that the trouble was due to the impulse unit which instructs the indicators by sending out a certain number of beats for each destination, was putting out one too few beats.

By J. N. MASKELYNE

No. 14 Central London Railway Nos 1 and 2

I WONDER how many readers ever saw either of these two extraordinary little engines. If it comes to that how many readers even know that the Central London Railway, originally the "Tuppenny Tube" and now the Central Line of the London Transport Executive, ever possessed *steam* locomotives at all?

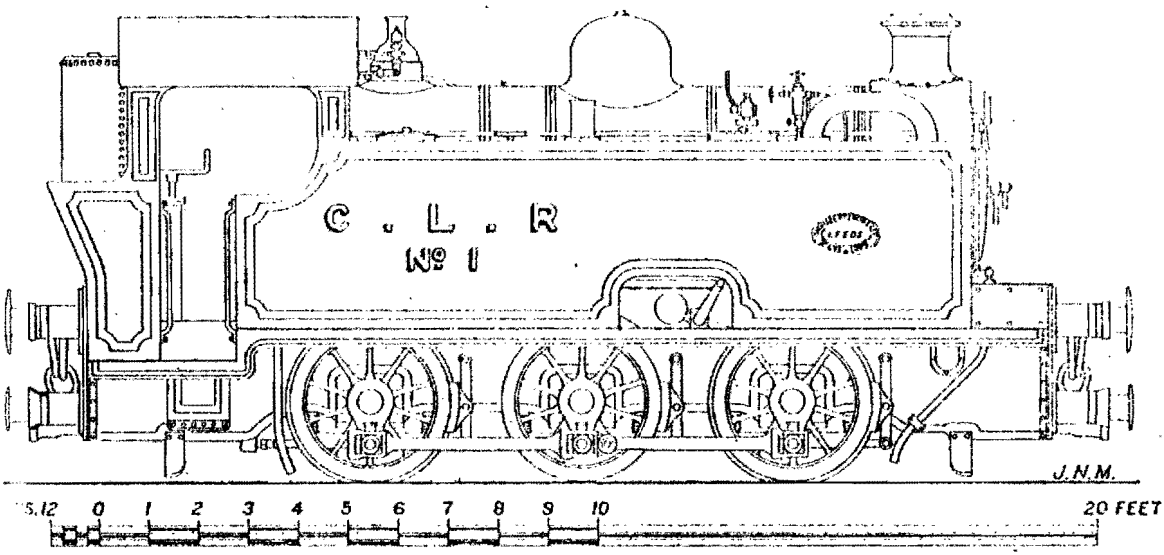
When I was going to school, between 1905 and 1911, I used the Metropolitan and Great Western joint line to Hammersmith, and passed the C.L.R. power-generating station at least twice a day, and rarely failed to see one or other of these two little engines.

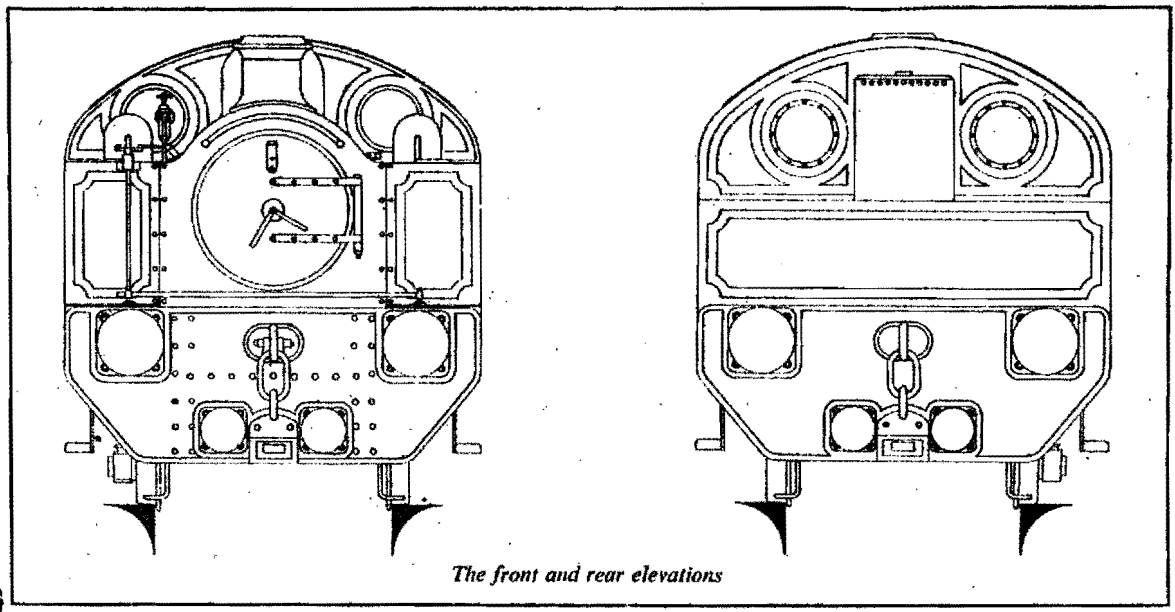
At a later date I had the opportunity of inspecting and riding on both of them, during a private visit to this power station; as I am over six feet tall, standing in the cabs of these engines involved a working knowledge of the "knees bend" exercise, which was the sole form of athletics at which I acquired any notable proficiency!

The two engines, which were Nos 1 and 2 on the C.L.R. books, were specially designed and built by the Hunslet Engine Co. Ltd. Leeds, in 1899, and carried makers' numbers 635 and 636. Due to the fact that the working clearance in the tube tunnels was only 10 ft 6 in. dia., the dimensions of these engines were extremely "compressed" externally; the cab had plenty of width, but was severely restricted in height and depth. This did not matter very much as the driver was provided with a seat of sorts. Usually, there was only one man in the cab. The engines were oil-fired and normally, there was no need for a fireman.

The design of these engines is not without interest because though they were used chiefly above ground, shunting wagons of coal from the reception sidings to the power-house bunkers, they were also used for working maintenance and engineers' trains through the tunnels. Therefore an inside-cylinder design was essential, simply because there was absolutely

Side elevation of the Central London Railway's No. 1





The front and rear elevations

no room for outside cylinders.

The diameter of the cylinders was 14½ in., and the stroke was 18 in.; the steamchest was arranged between the cylinders, and the flat valves were actuated by normal Stephenson valve gear. The wheels were 3 ft 3 in. dia., the leading and trailing pairs being 5 in. wide with flanges, while the middle pair were 6 in. wide without flanges. The wheelbase was 8 ft 6 in., equally divided, and the minimum curve the engines could negotiate was 150 ft radius.

The diameter of the boiler was 3 ft 8½ in. externally, and 4 ft 0½ in. over the lagging; the length of barrel was 7 ft 9 in. between tubeplates. There were 129 brass tubes of 1⅞ in. outside diameter, the heating surface of which was 511 sq. ft; the firebox heating surface was 51 sq. ft, making the total 562 sq. ft. The grate area was 8.5 sq. ft.

It is obvious that when the engines were working in the extremely confined space of the tunnels, the presence of any quantity of exhaust steam was to be avoided. To meet this requirement, condensing apparatus was provided and part of the side tanks was reserved for 1,000 gallons of water supplied for use in the condenser alone. For the boiler feed a separate supply of 250 gallons of water occupied the rear portion of the tanks.

The fuel tank in the bunker carried 50 gallons of oil, but there was also space in the bunker for 20 cu. ft —approximately ¾ ton—of coal for use when the engines were at work above ground.

I am not certain when these two very interesting little engines were broken up.

The last I saw of either was when No. 2 replaced the old District Railway engine No. 33 at Lillie Bridge depot, West Kensington, for a few months in 1925. ▣

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LONDON TRANSPORT RAILWAY NOTES

H.V.Borley

3

Comments, Corrections and Amplifications to "The Metropolitan District Railway" by Charles E.Lee (The Oakwood Press, 1956).

Pp.23-24. South Acton branch constructed for double line, but only one track laid, worked by pilotman. Second track laid early in 1905. Reduced to single track 14 February 1932.

Pl.8 upper Photograph of original electric stock may be at North Ealing.

P.40 para.2 Exclusive of Sion College signal box which was only in use to a limited extent.

Pp. 46-48 Amplifications:-

Charing Cross - reverted to that name 9 May 1915
West Kensington - originally North End (Fulham)
Hammersmith - enlarged to accommodate G.N.P.&B. Rly. in 1906
- entrance at east end of station opened in 1910
- rebuilt, completed 1932
Ravenscourt Park - rebuilt by L.& S.W.Rly., 1911
Turnham Green - rebuilt by L.& S.W.Rly., 1911
Stamford Brook - additional platform 1932
Chiswick Park - rebuilt 1932
Acton Town - again rebuilt 1932
Putney Bridge & Fulham - 1880-1902
South Ealing - rebuilt 1932
Northfields - resited east of halt, renamed Northfields in 1932
Osterley & Spring Grove - 1883-1934
Perivale & Alperton - renamed Alperton Oct 1910
- rebuilt 1932
Sudbury Town - rebuilt 1931 July
Sudbury Hill - rebuilt 1932
South Harrow - resited N.W. of original station on 5 July 1935

Editor's Note

Do not forget that H.V.Borley is giving his President's Address to the Society on 13th October at Hammersmith - see The Timetable. With his meticulous attention to detail, wonderful memory, and personal recollections going back more than sixty years, this should be a night to remember.

"WE SURGED OUR WAY ACROSS PUTNEY BRIDGE"

'Technicus'

There are some events which are merely puzzling to the lay enthusiast, but which are sources of intense interest to a minority. About 18.00 on 30th November 1966, southbound from Putney Bridge, occurred an incident most intriguing to the writer, who was probably the only person on the train who really knew what was happening!

Firstly should be mentioned the supply changeover arrangement on Putney Bridge. LT supplies thereto are nominally all-insulated, at +400 and -200 volts, whilst supplies south of the bridge are at SR levels of +600 and 0 volts (the negative being earthed). An 8½-car-length of conductor rails on the bridge is fed through resistances from the south end, and isolated by a gap at the north. When the gap is bridged by the collector shoes and power wiring of a car (or of an older-type train, with power train lines) the resistances limit the circulating currents which flow because of the different voltage levels; and when the gap is not bridged, the resistances do not greatly reduce the train voltage providing no traction current is drawn. (In the winter, full-heating and compressorcurrent reduce the voltage sufficiently for it to show on the lights on an older-type train). The rule is that trains get up to speed on the bridge, coast the 8-car length over the resistance section, and notch up again to get up the hill to East Putney.

On the new stock, the motor-generator set on the front car whines up as the gap is bridged by the shoe-base of following cars, when the resistance section gets its pulses of full voltage; and whines down as the gap is opened and the supply comes from the south, via the resistances, at reduced voltage.

What happened on 30th November? As the 8-car train leaving Putney Bridge station went into parallel (hence doubled its current intake) the substation breakers came out. When they were put in again and the traction supply restored, the driver made the mistake of going right up to parallel again: not surprisingly the substation again objected, and the breakers came out once more. By this time the train was well towards the conductor rail gap; the breakers were not closed at all promptly, so the driver put the brakes on, to stop before reaching the resistance-fed section.

However, before he stopped, albeit at under 10mph, the breakers came in again. The driver put the handle round to series, left it there, and hoped for the best. He got away with it - and the writer got a most intriguing demonstration! As the front car (only) drew traction current via the resistances, its motor-generator whined down, and acceleration decreased. The second car bridged the gap: the first motor-generator whined up, and acceleration increased with a bit of a bump. The second car left the gap, so TWO cars were fed through resistances, a bigger voltage drop occurred, the motor-generator whined down, and acceleration decreased until the buffers in the rear had compressed a bit. The third car bridged the gap - - - - - and so we surged our way across Putney Bridge, with progressively noticeable surges, because with SEVEN cars drawing series current through the resistances the volts really did drop! The eighth car fed the section, and then its rear shoes broke circuit: what a spark that must have been - but the writer was too far away and too hemmed in to see it. A final big surge (the train had accelerated a bit by now, so the motor-current was not quite as large as earlier) and the front shoes collected full voltage and helped the train to keep moving. Then the seven rear cars had alternate full- and reduced-voltage supplies, helping and dragging the train sufficiently for several, though not all eight, surges to be felt in the front car.

Ultimately, after sixteen surges and about 250 yards of fitful progress, steady supplies were attained and the driver put the train into full parallel: it then wended its laborious way up the hill to East Putney. The volts here are never in generous supply in the evenings: a train which does not get a good run across the bridge is decidely deficient in enthusiasm on this bit of route!

The new contactor-fed changeover section at Gunnersbury avoids the 'surging' trouble by giving full supplies from the entering end until a train is on the section; by withdrawing supplies for a few seconds (three, the writer has been told) whilst the train is on the section, and by giving full supplies from the new section (ahead) whilst any part of the train is on the changeover section: the contactors at the lineside then change back to feed the changeover section from its entering end, ready for the next train.

NF 691 On Thursday 24-8-1967 the escalator advertisements came to life, so to speak, at Holborn when Aldune Honey, a model girl patronised the escalators in a bikini; it was, of course, a publicity stunt for a new 1968 model - but the lady did not cause much disruption to normal services. A French newspaper, describing Aldune's fellow-travellers non-reaction, attributed it to the Englishman's Phlegmatic nature!

NF 692 A woman was killed when she fell under a train at Greenford on 24-8-1967.

NF 693 Another death occurred when a woman fell on the line at Putney Bridge on 25-8-1967.

NF 694 Trains on the Bakerloo Line were delayed 15 minutes on 25-8-1967 by a points failure which affected services between Piccadilly Circus and Elephant and Castle.

NF 695 A porter at King's Cross BR station on baggage duty took charge of the cases of a passenger going to Scotland - and promptly disappeared into the Underground. He was not very successful, and was charged with the theft at Clerkenwell Magistrates Court, and remanded in custody for other matters to be investigated, the hearing being on 14-8-1967.

NF 696 Upminster Ratepayers' Association has made strenuous complaints to LT about noise during the night caused by new building work at the depot. Havering Health Department are also investigating, as it is said that on one occasion in July a compressor was at work, creating a great deal of noise, from midnight to 05.00 on a Sunday morning. Anyone know what is being built?

NF 697 On 26-8-1967, services on the Central Line started at 06.30 instead of 05.30 because of signalling works being done overnight and not being completed by the normal starting time.

NF 698 South Aylesbury Halt, on the Aylesbury-Princes Risborough line (formerly operated with the Aylesbury and Buckingham Railway by the Great Western Railway) was closed with effect from Monday 5-6-1967.

NF 699 Circle Line car 014082 has been experimentally fitted with moulded fibreglass seats in place of the normal uncut moquette-covered variety.

NF 700 Underground staff are being provided with new style uniforms; the jacket is single-breasted with black buttons and pockets without flaps. A new, narrower, lapel will be embroidered with the LT griffin emblem in yellow; trouser legs will be tapered, without piping or braid, but caps will remain the same. Female staff uniforms are also being modernised.

NF 701 A suggestion from E.C.B.Thornton in the Railway Magazine, inconnection with the combining of St Pancras and Kings Cross main line services, is for the running of the present Midland line trains into Kings Cross via a connection at Mill Hill with the old GN Edgware branch, Finchley, and Finsbury Park. Cross-platform interchange with the Northern Line is proposed at Finchley, and suburban services to either Kings Cross or Moorgate are proposed - or alternatively the incorporation of the scheme in any plans for electrification of the Northern City Line to main line standards.

NF 702 The new Royal Lancaster Hotel, with 19 storeys, 392 rooms, 6 bars, 3 main restaurants and its own garage, also has its own entrance to Lancaster Gate station on the Central Line. It is a Rank Organisation hotel, and, unusually, it incorporates its own pub "The Glorious House of Lancaster".

NF 703 A minor campaign appears to have been in progress recently on LT, with the theme "Seasons save Time". On occasions they do; but when long queues exist at booking offices, for which passengers cannot be blamed, those in a hurry deserve a less awkward attitude to "paying at the other end".

NF 704 New flipper-type clocks are being installed at the following stations in a new drive by LT to bring its time-keeping up to date; Waterloo, Trafalgar Square, Piccadilly, Green Park, Leicester Square (2), Marble Arch, Bond Street, Holborn, Liverpool Street (Central), Paddington (Bakerloo) and Baker Street (Bakerloo). All these are additional clocks except one, and will incorporate illuminated advertisement panels in most, if not all, cases.

NF 705 Early in 1966, thermostatically-controlled heaters were fitted to three tube trailers in connection with Victoria Line tests; these were supplied by, respectively, G.E.C. (car 2036), English Electric (2054) and A.E.I. (2110). Does anyone know the results of these trials?

FILM REVIEW

Problems and Progress This is the latest film in the series on the Victoria Line construction work, and is the best so far. Made by British Transport Films, it runs for 25 minutes, and is more varied in content that its predecessors on the same subject; photography is particularly good this time, and the colour is very pleasant. Altogether, a film to be seen by the Underground enthusiast.

VICTORIA LINE
CONTRACTS

Contract No.	Location	Contractors	Consultants
904	Euston (Subsurface)	JC	MHA
905	Highbury (Diversion)	FL	SWH
921	Victoria	MR	MHA
953	Oxford Circus (Umbrella)	MB	SWH
954	Highbury	KM	SWH
958	Victoria-Oxford Circus running tunnels	JM	MHA
959	Euston	AW	MHA
960	Euston (Northern Line diversion)	CB	MHA
961	Oxford Circus-King's Cross running tunnels and Warren St Station	MB	MHA
962	Ferry Lane-Hoe Street running tunnels and Hoe Street Station	CB	MHA[1]
963	Tottenham Hale	CB	MHA
964	Oxford Circus	KM	SWH
965	King's Cross	BB	SWH
966	King's Cross-Finsbury Park running tunnels	KM	SWH
967	Finsbury Park	AW	SWH
968	Netherton Road-Ferry Lane running tunnels	CB	SWH[2]
969	Seven Sisters	JM	SWH[2]
971	Northumberland Park Depot	JK	
975	Victoria	MR	MHA
976	Blackhorse Road	CB	MHA
979	Green Park ,	MR	MHA
980	King's Cross	MB	SWH

Notes
1 Ferry Lane is midway between Tottenham Hale and Blackhorse Road.
2 Contract excluded station tunnels, which were included in contract 968.

Abbreviations

MHA	Mott, Hay & Anderson
SWH	Sir William Halcrow & Partners
JC	John Cochrane & Sons Limited
FL	F.J.C.Lilley (Contractors) Limited
MR	Marples Ridgway & Partners Limited
MB	Mitchell Bros Sons & Co.Limited
KM	Kinnear Moodie & Co Limited.

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JM	John Mowlem & Co Limited
AW	A.Waddington & Son Limited
CB	Charles Brand Son Limited
BB	Balfour Beatty & Co Limited
JK	J.L.Kier & Co. Limited

THE TIMETABLE

Thursday 5th October Visit to the Works of Metropolitan-Cammell Limited at Washwood Heath, Birmingham. Fully booked.

19.00 Friday 6th October Library Evening; 62 Devonshire Rd,Ealing.

19.00 for 19.15 Friday 13th October The President's Address for 1967: 'Reminiscences' by H.V.Borley: to be given in the Hammersmith Town Hall. This should be a really memorable evening; to do honour to our President (one of the greatest London railway historians living), and to make the evening as great a success as possible, please do all you can to attend, and bring as many friends as possible. Nearest station to the Town Hall is Ravenscourt Park (District Line), and light refreshments may be obtained in the canteen up to about 18.50.

19.00 for 19.15 Friday 10th November Film Show; official films of the Paris Metro, introduced by E.Treby. This meeting is subject to confirmation of the availability of the films, which will have to be sent over from Paris. Further details in The Timetable next month.

Saturday 11th November Visit to Leicester Square Station;names to S.E.Jones, Assistant Secretary, 113 Wandle Road, Morden, Surrey, accompanied by a stamped addressed envelope.

Saturday 25th November Stand at the Transport Exhibition to be organised by The Norbury and South London Transport Club, at the Congregational Church Halls, Streatham High Road, London, S.W.16. Nearest stations are Streatham and Streatham Common. Further details next month.

LONDON UNIVERSITY EXTENSION COURSES

The usual courses for a Certificate or the Diploma in Transport Studies are being run this year, and also some non-certificate courses on transport. Readers' attention is especially drawn to a course entitled "London's Railways - Past and Present", being given at Hammersmith Central Library by R.H.G.Thomas for ten weeks, commencing October 4th. For this course, write to L.F.Hasker, Borough Librarian, Hammersmith Central Library, Shepherd's Bush Road, London, W.6 (the fee is 12/6d). For details of the other courses, write to the Editor, TLURS, 62 Billet Lane, Hornchurch, Essex, or the Deputy Director, (Extension), Department of Extra-Mural Studies, University of London, 7 Ridgmount Street, London, W.C.1.

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