

THE JOURNAL OF  
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 93

Volume 8 No 9

September 1969

POLICY BLUNDERS

August might well be described as Silly Suggestions Month in relation to the London Underground.

One of our monthly contemporaries has published a proposal by the Greater London Council to the effect that, when the Council takes over London Transport, it should not take the Metropolitan Line north of Rickmansworth, presumably because it serves an area outside the county. In view of the fairly recent integration of the line to Amersham into the LT electrified service, and the suggestions which have been floating around for several years to electrify out to Aylesbury, such parochialism on the part of the GLC can only be described as alarming. This line was built by the Metropolitan, should never have been cut back to Amersham for LT services, and should certainly not be cut back further. If this is a fair sample of the planning ability of LT's new masters, it augurs ill for the future of transport in London. But we fear the worst; the hiving off from LT to the new National Bus Company of the Country Services, and some of the insane suggestions for new roads now being considered unfortunately point the same way.

The present LTB has made a singularly unhelpful contribution to the position with its increased fare proposals announced on 11th August. Admittedly, the necessity for some increase was forced on the Board

by that same GLC, which has insisted that LT's whole undertaking must be economically viable before the GLC will take it over - but it is not an increase which is so disastrous, but the increase proposed - which can be summed up as bleeding the commuter and all those who travel in central London by differential charges; while there is probably nothing inherently objectionable in differential charging, as a means of keeping poorly-used lines open, LT's new charges are the reverse of this - it is the heavily-used lines which will be charging the higher fares. Details of the new charges appear elsewhere in this issue, and they probably represent LT's biggest blunder in public relations in years. What is even more incredible is that the whole scheme, ludicrous as it is, has been passed by the National Board for Prices and Incomes, and by the Minister of Transport. The latter seems to have overlooked the enormous boost the proposals will give to private motor traffic in the penalised area, thereby making necessary even more costly road schemes, while the PIB can only be said to be neglecting their duty to the inner London travelling public, by allowing them to be milked in this manner.

It is, perhaps, fortunate for LT that they are pressing on with their automatic ticket collection programme; they will need it, for fare-dodging will become even more prevalent. Blinkers have always fallen into two groups - those who are inherently dishonest people, and those who, while normally honest, feel that they are being robbed by the fares charged. There are likely to be a lot more of the latter after the new charges come in on the 7th September.

Finally, it has been heard from a BR source, but as yet unconfirmed officially, that the BR DC lines at present on 4-rail system - Euston/Broad Street - Watford/Richmond - are to be converted to the Southern's 3-rail system by the time the new timetable comes into force on 4th May 1970, or very soon thereafter. Does this mean the complete withdrawal of Bakerloo trains north of Queen's Park? And what about Richmond?

Altogether a most unsatisfactory month, after which perhaps some rethinking should be done by the policy makers.

## THE NEW LONDON TRANSPORT FARE SCALES

London Transport announced on 11th August 1969 that the Minister of Transport had approved under Section 27(2) of the Transport (London) Act 1969 increases in central and country bus, Green Line and Underground fares. These increases, which were accepted by the National Board for Prices and Incomes in May, will start on 7th September 1969 and are designed to bring in an extra £7.9m over the whole London Transport system. The increases as regards central buses and Underground services (£7.65m) were originally proposed in December 1968 to meet the requirement that these services should be viable by the time of transfer of control to the Greater London Council under the above-mentioned Act. The proposed increase in fares on buses operating outside the London Special Area is subject to the approval of the appropriate Traffic Commissioners. This area is roughly bounded by Gravesend, Sevenoaks, Reigate, Guildford, Staines, Windsor, Amersham, Harpenden, Welwyn Garden City, Harlow and Romford.

The basis of the fare increases is as follows:-

### Central Buses and Underground

1. A 6d minimum fare - now 5d.
2. Differential charging, with two fare zones: an inner zone covering the inner central area of London and an outer zone covering broadly the inner and outer suburbs. Under this system passengers using the complex and expensive network of bus and Underground services in inner central London will pay 3d or 6d more than in the outer zone for many journeys. The minimum fare in the inner zone will be 6d as in the outer zone, but (a particularly objectionable feature of an objectionable scheme) a journey partly in the inner zone and partly in the outer will be charged at the higher inner zone rate.
3. Sixpenny fare steps in the outer zone, each generally covering two miles or more for all journeys above the 6d minimum fare on the Underground and for journeys costing 1/6d or more on Central Buses.

LT state that the coarsened fare structure on which the increases are based will lead to long-term economies to the benefit of passengers, by simplifying automatic ticket issue, reducing the number of machines needed and their complexity and cost on the Underground, and assisting in the extension of one-man operation on the buses.

Details of the new fares structures are:

#### Outer Zone Fares

##### Central Buses

Apart from the 1d increase in the minimum fare, fares in this zone will be unchanged between 9d (two miles) and 1/6d (five miles). Fares for most longer journeys will be increased by 3d or 6d, but some will be unaltered. Each 6d step on fares of 1/6d or more will generally cover 2 miles instead of the present 1 mile. Suburban flat-fare buses will not be affected, the fare remaining at 6d.

##### Underground

The use of 6d steps throughout the fare scale will result in charges of 6d for one mile, 1/- for both 2 and 3 miles, 1/6 for 4 and 5 miles, with fares for all longer journeys the same as those for similar distances on the buses. One glimmer of light - some 9d fares for journeys of just over one mile will be reduced to 6d.

#### Inner Zone Fares

##### Central Buses and Underground

Under the differential scales, higher fares will apply for journeys made wholly or partly within the inner zone - an area bounded by Paddington, Baker Street, King's Cross, Shoreditch Church, Aldgate East, London Bridge Station, Vauxhall, Battersea Bridge, Earl's Court and Notting Hill Gate. Many journeys wholly or partly within the inner zone will cost 3d to 6d more than the fare for the comparable distance elsewhere in the Greater London area, but the new minimum fare of 6d will be the same in both zones. The Red Arrow bus fare will remain at 6d, while some Underground fares for journeys of just over 1 mile will be reduced to 6d.

London Transport comment that the standard volume of service within the inner central area is considerably higher than in the suburban area, and is more expensive to maintain - on the Underground because of the heavy capital investment involved and on the buses because more intensive services are called for. An economist is tempted to ask why, in view of the much heavier traffic and consequent more intensive usage of the capital equipment, it is not cheaper per passenger carried - but this would not help LT's dubious arguments in favour of higher fares in the centre, so they remain silent on the point.

#### Underground Season Tickets

There will be no general increase in Underground season ticket rates for journeys wholly outside the inner central area, except that some weekly rates at present below the level authorised in 1968 by the Transport Tribunal will be increased. Weekly season ticket rates for journeys wholly in the outer zone will be unchanged for one and two miles, increased for journeys of 3 to 18 miles by 1/- or 2/-, unchanged between 19 and 32 miles and increased for longer journeys by between 1/- and 6/-. All London Transport season ticket rates covering journeys wholly or partly in the inner zone will rise, holders paying for one chargeable mile more than the present authorised charge - another wholly wrongly-calculated increase. This will add between 3/- and 8/- on the cost of a monthly ticket for journeys up to 34 miles - a statement wholly irreconcilable with the "one chargeable mile" theory which should increase all fares approximately equally. Weekly and Quarterly tickets will be increased on a proportionate basis.

#### Through Fares and Season Tickets with British Rail

As BR charges are not being increased at present, ordinary through and season ticket charges between LT and BR stations will not be changed. Pending a decision on the introduction of such increases, ordinary fares and season ticket charges for some wholly LT journeys to or from Underground stations at the

boundaries with British Rail will also remain unchanged.

#### Underground Off-Peak Fares

Day off-peak fares will be increased, and these tickets will be issued after 10.00 on Mondays to Fridays. The 5-day weekly off-peak tickets will be withdrawn due to lack of demand.

#### Country Buses and Green Line

Fares on the Country Buses will be the same as the outer zone fares for Central Buses, with the new minimum of 6d applying.

On Green Line Coaches, the 2/- minimum will continue to apply to journeys up to 7 miles; fares for longer distances will be on the Country Bus scale, except that journeys entering the inner central London zone will conform to the inner zone scale subject to the 2/- minimum.

The new scale of Underground fares compared with the present scale is appended.

Miles	Present Fare	New Fares	
		Outer Zone	Inner Zone
1	5	6	6
2	9	1/-	1/-
3	1/-	1/-	1/6
4	1/3	1/6	1/6
5	1/6	1/6	2/-
6	1/9	2/-	2/-
7	2/-	2/-	2/6
8	2/3	2/6	2/6
9	2/6	2/6	3/-
10	2/9	3/-	3/-
11	3/-	3/-	3/6
12	3/3	3/6	3/6
13	3/6	3/6	4/-
14	3/6	3/6	4/-
15	3/9	4/-	4/-

Fares for longer distances will be increased by up to 6d. A journey partly in the inner zone will be charged inner zone rate.

## TUBE STOCK HANDINGS AND REVERSALS

B.J. Prigmore &amp; E. Shaw

## INTRODUCTION

It is well known that tube stock since 1906, if not before, has been 'handed', and distinguished by letters 'A' and 'D' (originally 'B') on driving cab ends. 'Handing' originally arose because the waist-high brake hoses, necessary on tube stock because of its low floors, could not be crossed over the passenger gangway. In consequence, cars could not be turned end-for-end, as the wrong pipe would then be paired for coupling. From 1920 onwards, with 'middle-motors' on the Watford Joint Stock, control etc jumpers were at the sides of the trains (rather than central, under the clerestory brow) so 'handing' became of even more significance.

The whole story of 'handing' is so interwoven with the whole story of stock allocations and transfers that it cannot be told here. What will be given is an outline of the story insofar as it affected handings and reversals. In addition, full details, where known, will be given of a number of peculiarities and of some of the background to the problem, if not dilemma, of handing and numbering. The convention, A-is-even, B-is-odd, was not universally applied until 1929.

## SOME EARLY AMBIGUITIES

The first known renumbering took place in 1924, when 720, the Gloucester sample control trailer of 1923, was renumbered 781, later 1781. Actually 720 always faced 'B': when it was delivered it was still not known what the future overall numbering scheme would be, and 720 became 781 when things were beginning to be tidied. Though motors from 1923 onwards were delivered A-even, B-odd, control trailers may not initially have followed this convention. A maker's photograph, of January 1923, of 720 seen by the authors shows from the disposition of its jumper sockets, that 720 was undoubtedly a 'B' despite its number. Moreover, some on-delivery photos of 592 and two control trailers (the latter head-on) at Morden show these nominally 'A' cars of 1924 build as

having no 'A' plates on the ends - not even the motor!

Again, 700-719 (the 1920 Cammell Laird control trailers), later 1700-19, became 2043-62 in 1927 (all evens then becoming odds, and vice versa), and 5170-89 in 1930 (shall we now say versa vice and leave it at that?!).

The present authors must thus leave these early mysteries for further consideration.

#### THE FIRST ROUND, 1931-4

The first known reversals (as opposed to renumberings mentioned above) took place from 1931-3 in association with the Piccadilly extensions then being made. Trains had hitherto been of six cars, MTC:CTM, with 'A' motors at the west end and 'D' at the east end. Equal numbers of each type of car were thus required. Since seven-car trains, MPTM:CTM, west to east, were to be operated, new stock totalling 135 motors and 130 trailers were ordered; and of the motors, 39 were 'A' and 106 'D'. With so many 'D' motors there was a surplus of 'D' control trailers, of which the Piccadilly did not need any. The 1920 Cammell Laird cars were transferred from the Piccadilly to the Bakerloo; Bakerloo control trailers were transferred to the Piccadilly; and, to give the required total of 67 (Piccadilly) 'A' control trailers, reversal (with renumbering) of 35 was ordered. In the event only 34 of these were done (of 1928-29 UCC stock). (Numerical details are given in the appended table: essentially, 1975-2041 (odds only) became 5002-134 (alternate evens only). It will be noticed that (as also with motors and trailers) the 1930-31 renumbering started with the 1928-9 stock: the older stock followed from February 1932, renumbering generally taking place as the stock was repainted.

(As an aside, one author remembers 703, 704 and 721 being renumbered by having patches of red paint and transfers put on one weekend: these were probably the last cars to bear their old numbers!)

In 1934, to provide eight extra seven-car trains for the Piccadilly winter service, and to lengthen 21 Highgate



branch trains on the Morden-Edgware Line from six to seven cars, 26 new motors, 9 'A' and 17 'D' were obtained. These cars were put into service on the Piccadilly, whose 1931 cars they matched. Associated transfers were 11 motors from the Piccadilly to Hampstead (3018-27/9), six 'A' control trailers from Hampstead to Piccadilly (5340/2/4/6/8/50) and 23 trailers as well. Finally, two control trailers, 5012 and 5046, were fitted with the new "Tomlinson" automatic couplers for test purposes, and transferred from the Piccadilly to Hampstead lines; and 5046 could not couple with 5012, unless it was turned - and so it was, and renumbered 5013, in February 1935.

#### THE LAST FLING: 1957

In 1957, three of the 'D's were re-turned, reverting to their original 'A' status and number (see note 'b' of the appended table), and 3421, hitherto untouched, was turned 'D' to 'A' and took the highest number of all, 3784.

This last fling, with amazing ramifications, arose following the entry into service on the Piccadilly of the three 1956-stock prototype trains. This released nine motors, three 'A' and six 'D', which it was decided to use to increase the number of eight car trains on the Central - which trains, of course, required an 'A' motor to be so lengthened. Four suitable 'D's were thus converted to 'A' and these and the remaining 'A's IN EFFECT (see later) transferred with them. (It is thought that, using spare motors and some trailers transferred at the same time, yet one more eight car train was made available).

However, it was necessary at that time that cars transferred to the Central should be fitted with passenger door control (PDC), as only such cars had door control boxes suitable for use on the Central Line. It was thus necessary to appropriate some such cars - which were on the Northern City, not the Piccadilly - and to do a double transfer to get things straight, hence the phrase "in effect" in the previous paragraph.

Firstly, 3400/6/13/21/40, with PDC, were transferred from the Northern City to the Piccadilly, which gave up 3390/7/9/424/8, lacking PDC, in exchange. On the Piccadilly, 3402 and 3783 had PDC. In addition, 3775/9/83 and 3421 has earlier been partly converted to PDC, and so these four cars had their PDC conversion completed, and were turned to 'A' since 'A's were needed. It will be noticed that the criterion for transfer to the Central was that the PDC had been partly done; and since 'A's were needed and they happened to be 'D's they had to be turned; and those that were re-turned should sensibly revert to their old number. Thus is explained the most intriguing mystery of all!

Finally, then, the nine motors ultimately transferred to the Central were 3044, 3296, 3372, 3400, 3402, 3406, 3413, 3421, and 3440. (See note 'b' of appended table re 3044, 3296, 3372 and 3421.)

The authors wish to thank Mr J.G. Bruce for reinforcing and refining their story.

See opposite page for the table illustrating this paper.

#### ART AND THE UNDERGROUND

When the Victoria Line extension to Brixton is opened, London Transport will have an Underground station serving the Tate Gallery, which is, of course, the national gallery of modern art. The point has not escaped the Board, who are hoping to do something about it - taking a leaf from the Paris Metro, which has a cast of a sculpture at Louvre station.

LT intend to go one better by exhibiting an original modern sculpture at Pimlico station, provided problems of sitting and security can be solved.

Discussions are being held with the Director of the Tate, for it is hoped that the piece exhibited will be on loan from the Gallery rather than a specially-commissioned work.

## TUBE STOCK HANDINGS AND REVERSALS - TABLE

The appended table gives in column (1) the pre-turning number; (2) the new number after turning; and (3) the date renumbered.

(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
720	781	11.24	2019	5090	5.31	3324	3743	6.38
1975	5002	12.32	2021	5094	4.31	3326	3745	5.39
1977	5006	11.33	2023	5098	5.31	3328	3747	10.38
1979	5010	7.31	2025	5102	9.32	3330	3749	7.38
1981	5014	9.31	2027	5106	9.32	3334	3751	10.38
1983	5018	9.31	2029	5110	9.32	3336	3753	5.38
1985	5022	12.33	2031	5114	9.32	3338	3755	6.38
1987	5026	8.31	2033	5118	8.32	3438	3757	4.39
1989	5030	6.31	2035	5122	8.32	3046	3759	(a)
1991	5034	8.31	2037	5126	9.32	3048	3761	(a)
1993	5038	7.31	2039	5130	8.32	3050	3763	11.38
1995	5042	9.31	2041	5134	8.32	3052	3765	11.39
1997	5046	9.31	5046	5013	2.35	3054	3767	(a)
1999	5050	7.31	3298	3723	3.39	3056	3769	(a)
2001	5054	8.31	3300	3725	4.39	3058	3771	3.39
2003	5058	9.31	3302	3727	4.38	3060	3773	(a)
2005	5062	7.31	3306	3729	7.38	3372	2775	11.48(b)
2007	5066	6.31	3310	3731	7.38	3432	3777	12.48
2009	5070	5.31	3312	3733	4.39	3044	3779	4.50(b)
2011	5074	8.31	3316	3735	4.38	3352	3781	8.50
2013	5078	5.31	3318	3737	6.38	3296	3783	2.51(b)
2015	5082	6.31	3320	3739	5.38	3421	3784	2.57
2017	5086	4.31	3322	3741	8.38			

Notes: (a) Proposed for turning but not done.

(b) Re-turned and reverted to column (1) numbers in 5/57, 6/57 and 8/57 respectively.

## LETTERS TO THE EDITOR

5th August 1969

Dear Sir,

On a visit to Northumberland Park Depot 4-8-69 I made a list of all the 1967 tube stock destination blinds; they are Walthamstow, Seven Sisters, Highbury, Kings Cross, Warren Street, Victoria, Brixton, and Special.

L68 the rail grinding train was at the depot on the above date.  
 Rohilla, Church Hill,  
 Wilmington, Dartford, Kent.

Yours faithfully,

D.R.Beech.

8th July 1969

Dear Sir,

I note that in Issue 91 you review the latest issue of London Transport Locomotives and Rolling Stock. I regret that I am a little disappointed with this issue as in spite of taking the trouble to provide alterations to ensure that the book was correct to September 30th, 1968, as indicated in the foreword some of these were not included. In addition I am not very happy about the captions of at least two of the photographs which are in error.

For your information.

Yours faithfully,

Griffith House,  
280 Old Marylebone Road,  
London, N.W.1.

J.G.Bruce  
Mechanical Engineer  
Lift & Escalators  
London Transport

05-08-69

Dear Sir,

I think this Society should resist the proposal of the G.L.C. reported in *Modern Railways* August '69 of not taking over the Metropolitan Line North of Rickmansworth. If this is a typical example of the attitude of the G.L.C. it would be better for London and the surrounding area to have a Passenger Transport Authority covering an area much larger than the G.L.C. area.

20 Milestone Road,  
Upper Norwood,  
London, S.E.19.

Yours faithfully,

E. Picketts

Editor's Note - See Editorial on pp. 129 et seq, for further comments on this subject.

## NEWS FLASHES

NF 836 Ref NF 835. It is understood that, during the one-day strike of LT signalmen on 3-7-1969, some trains from the Hammersmith and City and Circle Lines operated instead between Wembley Park and Aldgate, Metropolitan Line, calling also at Bakerloo Line stations as far as Finchley Road.

NF 837 When a girl fell into the path of an eastbound Piccadilly Line train during the morning rush hour on 6-8-1969 at Gloucester Road, it took firemen over an hour to release her; a doctor was called to give her pain-killing injections, and she was eventually taken to hospital badly injured. Piccadilly Line services were suspended between Covent Garden and Hammersmith for a considerable time.

NF 838 The main tunnelling work on the Victoria Line Brixton Extension has been completed, and is well advanced on the station tunnels and cross-passages; all tunnelling work is expected to be completed in the next few months. Permanent Way gangs have commenced tracklaying by preparing the concrete bed from the Victoria end of the extension.

NF 839 Ref. August Editorial re Escalators. Details given by St George's Hospital show 4 cases of injury within the first 6 weeks after the Victoria Line opened, aged 47, 57, 60 and 67. All suffered from deep, parallel cuts on the head or legs or both. London Transport have stated, in reply to the hospital, that the number of accidents on escalators has dropped in comparison with last year. It seems however that no comment has been made on the seriousness of the injuries as compared with previous years.

NF 840 Teams of miners have moved from the Victoria Line to the building of an 8ft tunnel to carry water from Hockwold, Norfolk under Suffolk to Kennett in Cambridgeshire. To keep within the clay seam, which is similar to London's blue clay, the tunnel is in some places 300ft below ground level - more than four times deeper than the deepest point on the Victoria Line.

NF 841 A detailed questionnaire has been handed out recently to passengers on the Victoria Line; this is part of a detailed survey being carried out jointly by London Transport, the Ministry of Transport and the GLC.

NF 842 Now that the Soccer season is upon us again, the Police and London Transport are planning to do more to contain the violence shown by "supporters" than last year. LT are asking for staff to work extra duties to form a force of vigilantes.

NF 843 We have omitted reporting before that the first automatic ticket gates to come into use on the Highbury-Walthamstow section of the Victoria Line were at Seven Sisters, and were first used by passengers on 22-9-1968.

NF 844 Another hazard connected with LT's escalators has been given publicity recently - but this is no fault of LT. Barefooted travellers are the cause of concern; the number of these has increased enormously recently, particularly in summer, and LT is concerned because the grille at the end of an escalator can prove a danger to bare feet. Staff, if they notice, are instructed to tell the bare-footed ones to use the stairs.

NF 845 On Saturday 19-7-1969, an R Stock train was noted in one of the bay platforms at Moorgate.

NF 846 While filming "Fragment of Fear", a murder story, David Hemmings and his wife Gayle Hunnicutt together with 10 extras were slightly injured when a train being used in the film crashed into the buffers at Bank station on 2-8-1969. All the injured were taken to hospital for treatment while filming continued with scenes which did not include them.

NF 847 Neasden Power Station had been completely demolished by the end of June 1969, except for the two chimneys.

NF 848 There is now a branch office of an Employment Agency situated on the platform of Victoria Underground station - District/Circle Line.

NF 849 London Transport have been giving technical advice to the Rohr Corporation, which is to supply the rolling stock for the San Francisco Bay Area Rapid Transit Scheme. Mr. W.W.Maxwell and Mr. T.J.Lowe have been the advisers, while Mr. E.Webster and Mr. D.J.Houston are now in California giving further advice.

NF 850 The Bishop's Bridge Road entrance to Paddington station was closed with effect from 4-6-1969.

## SOCIETY NOTICES

SUBSCRIPTIONS 1970 The financial standing of the Society has caused the Committee some concern for quite a time, and it has been reluctantly decided that it is not possible to retain the present subscription levels any longer. During the past year, all the Society's basic costs have risen considerably - journal printing, postage and the hire of meeting rooms are all substantially higher than before, and these three items account for most of the money spent. Subscription rates for 1970 have been increased, and it was felt that members should be advised as soon as possible. The new rates, for subs due 1st January 1970 are - Members £1-10-0; Associates Members 17/6d.

MODELLING MATTERS by R.J.Greenaway

1. Questionnaire. Thank you to all those members who have so far returned the modelling questionnaire. The response has been quite encouraging, but there are many more from whom I would like to hear. Even if you are not a modeller yourself, your opinion as to what a Society layout should look like will make it worth while sending back the Questionnaire.
2. The 39th Model Engineer Exhibition, 1969/70. The Society has been approached by the organisers of this exhibition in case any of our Members wish to exhibit or volunteer for stewarding. The exhibition is to be held from 31st December 1969 to 10th January 1970 at Seymour Hall, London, W.1. If you are interested, I can forward details and an entry form on receipt of an S.A.E. sent to me at 203 Popes Lane, Ealing, London. W.5. Please remember that all entry forms must be received by the organisers not later than 20th October.

## THE TIMETABLE

- Thursday 4th September 18.00 Library Evening at 62 Devonshire Road, Ealing, London, W.5.
- Friday 12th September 19.00 for 19.15 at Hammersmith Town Hall, King Street, London, W.6. Illustrated Talk by R.J.Greenaway, Modelling Secretary, on "A New Method of Model Rolling Stock Construction".
- Thursday 2nd October 18.00 Library Evening as above.
- Saturday 4th October 14.30 Bring and Buy Sale of all

Transport Items. Please bring along any surplus items from your collection to give to the Society for sale, or to be sold for your account with a commission to the Society. The success of this afternoon depends on your support entirely, so please do your best to help.

Friday 10th October 19.00 for 19.15 at Hammersmith Town Hall. President's Address by C.R.L.Coles; the President is a very well known railway photographer, and he has chosen a photographic subject for this address, so a very informative evening is promised.

Saturday 11th October Visit to White City Depot, LT. Names to S.E. Jones, Assistant Secretary, at 113 Wandle Road, Morden, Surrey, accompanied by a stamped addressed envelope.

UNIVERSITY OF LONDON EXTENSION COURSES  
ON TRANSPORT SUBJECTS 1969-70

Once again the University is presenting a varied selection of courses on Transport subjects. Brief details follow, and further information may be obtained from the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, or from G.F.A. Wilmot, Esq., University of London, Dept. of Extra-Mural Studies, 7 Ridgmount Street, London, W.C.1.

The main course is, as usual, the 3-year course for the Certificate in Transport Studies, with the option of a fourth year for those who gain the Certificate to get the Diploma. Non-Diploma Courses include "The Future Roles of the Motor Car and Public Transport" (6 Lectures by various speakers including one from LT); "Urban Land Studies" (28 meetings by E.H.Green, FAI, FIAS); London's Railways (10 Meetings and 2 visits by R.H.G. Thomas); and another course also entitled "London's Railways" (10 + 2 also but by Cyril Smith BSc.) These last two are held at New Cross and Hammersmith respectively.

There is also a Tutorial Class of 24 meetings on "Railways on the Landscape" by F.V.Botley, MA, PhD, and a number of other classes which deal with the History and Sociology of London.

Lithoed by The Celtic Bureau, 93-94 Chancery Lane, London, WC2 and Published by TLURS, 62 Billet Lane, Hornchurch, Essex, RM11 1XA.