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OBITUARY

HAROLD EDWARD BRANTON BRIGHTLEY

The sudden, unexpected and premature death of one of the Society's more distinguished members occurred on Wednesday 17th March 1971, at the age of 51.

Councillor Lieutenant Colonel H.E.Branton Brightley, T.D., M.R.I., F.I.M.C., had been a member of the Society for about five years and although he had never held any Society office, nor served on the Committee, we have cause to remember with gratitude his interest in our activities. He rarely attended meetings (being prevented from doing so by other commitments), but was responsible for obtaining our meeting room facilities at Hammersmith Town Hall; he never wrote letters to the Editor, but studied the Journal always - and being particularly interested in present-day transport problems in West London, found the current news items most valuable in his work as a Councillor.

At the time of his death Colonel Brightley was Deputy Mayor of the London Borough of Hammersmith and Chairman of the Hammersmith Arts Council and of the Hammersmith Sports Advisory Council. He had been Chairman of Hammersmith Council's Borough Services Group Committee (1969-70) and Civic Amenities Group Committee (1968-69). Other Council Committees on which he served were Libraries (one of his special concerns), Planning, General Purpose, Civil Defence and Management and Policy.

His other local appointments included the Vice-Presidencies of Fulham History Society, Fulham Light Operatic Society, Fulham Combined Services and Ex-Services Committee and Hammersmith Civil Defence Association. He was also a former member of the Society of Fulham Artists.

In a wider sphere Harold Branton Brightley was also very well known. Especially knowledgeable in the sphere of public libraries, he was the Chairman of the governing body of the London and South Eastern Region - the largest inter-library organisation in the world with over 30m books in its care and serving a population of 18m. He represented the London Boroughs on the Executive of the Greater London Arts Association.

As a serving Territorial he was mobilised at the outbreak of war in 1939, serving as both a regimental and staff officer in Italy, North Africa and in the U.K. At the end of the war he continued to serve in the Territorial Army, being promoted to rank of Lieutenant Colonel in 1960. He was the representative of Hammersmith on the Territorial Auxiliary and Volunteer Reserve Association for Greater London, and his detailed study of defence led him to a position of eminence in this field. In 1965 he toured American installations and Reserve Force Units at the invitation of the United States Secretary of Defence - the only British Reserve Officer to have made such a tour.

Since 1964 he had been Deputy Chairman and Rapporteur of the Inter-Allied Commission on Home Defence, Civil Defence and Emergency Planning, whose Chairman is Prince Peter of Greece and Denmark; from 1963 Councillor Branton Brightley had been British Vice-President of the NATO Confederation of Reserve Officers, and was President of the Reserve Officers Association of the United Kingdom, and of the Mars and Mercury Club which is connected with the Mars et Mercure organisations on the continent.

Among his many other connections the Colonel was a member of the Royal Institution of Great Britain; Fellow of the Royal Statistical Society; Fellow of the Institute of General Managers; Fellow of the Society of Antiquaries of Scotland; Fellow of the Institute of Directors; Fellow of the Institute of Electoral Research; member of the Institution of Industrial Engineers and member of the Royal Institution of Public Administration.

In our own sphere of Transport, the Colonel was a Vice-President, the Chairman and an Honorary Member of The Channel Tunnel Association - and the success of this body was in very great measure due to his chairmanship from its inception in 1962. He will be greatly missed by his many friends and associates; his services will be irreplaceable.

REMINISCENCES ON THE SOCIETY'S FORMATION

Norman E.W.Fuller

Up to about ten years ago, interest in the Underground by railway enthusiasts was mainly to regard the system as on a par with narrow gauge and other minor railways, any further interest being confined to our steam locomotives. Some went further in finding out the peculiarities of the system, as shown by the occasional article in the enthusiast press. But few made any serious study of the subject from the enthusiasts' point of view, thus, in spite of the increased popularity of railways in general at this time, little was published about the Underground in this "second railway mania".

In my own case, travelling by Underground to reach the various main line termini started an interest in Underground rolling stock, developing into a general interest, and later, on the demise of large numbers of steam locomotives, almost a sole interest. After several encounters with Underground enthusiasts working on their own, I tried several well-established railway societies, but here found little real interest among their members. I then thought of forming a "London Transport Carriage and Wagon Society", based as an offshoot of the then successful "Southern Carriage and Wagon Society", and L.A.Mack of the latter Society gave me a lot of help in working toward the forming of a Society. During the latter part of this first stage, a letter from Joe Brook Smith was published in the Model Railway News, suggesting a London Transport Modelling Group. Contact between Joe and myself led to our joining forces to form a group to embrace prototype and model interests.

I think all the enthusiast publications carried our initial announcement. The response came quickly; we had expected to start the Society with about 30 members, but we had some 60 applications in six weeks. Among the ensuing correspondence came several offers to help run the Society, among them, Ken Benest, Roy Labrum, and Peter Davis (still our Chairman and Editor par excellence), and together with Joe and myself became the Forming Committee. I feel that the success of the Society is due not only to them, but to the many others who have or are at this moment serving the Society, and in a smaller way those who merely help the Society and themselves by adding their share to the common

kitty! Thanks also to those members of various authorities, including London Transport, whose good offices enable us to follow our interest in a more practical way.

A PROPOSAL FOR A NEW OUTER CIRCLE

In their battle for the scrapping of the GLC's Ringway One plans the Putney Motorway Action Group have turned their attention to the possibility of a new ringrail service to provide facilities for those who wish to travel round London. The scheme was put forward at a meeting held at St. Mary's Church, Putney by Richard Hope, Editor of Railway Gazette International, who said that it was based on a feasibility study carried out in 1970 by the GLC Planning and Transportation Department.

The scheme is interesting in that it is based on existing lines (except for a tunnel under the Thames), would mean no demolition of property worth mentioning compared to the 7500 homes which would be destroyed by Ringway One, would be much cheaper, safer, and pollution-free.

Mr. Hope's view is that the Ringway proposals were made by highway engineers who did not understand what railways could do if freed from historical limitations. He feels that since the GLC took over London Transport the attitude has changed because public transport is a better vote-catcher than motorways.

The suggested route would start (if a circle has to start) with a new tunnel under the Thames from Canning Town to Charlton and then follow the route of existing lines through Blackheath, Lewisham, Brockley, Nunhead, Peckham Rye, Denmark Hill, Brixton, Clapham, Clapham Junction, Fulham Road, Earl's Court, Olympia, Shepherd's Bush, White City, Acton, Willesden Junction, Kensal Rise, West End Lane, Hampstead Heath, Holloway, Finsbury Park, Dalston Junction, Homerton, Hackney Wick, Stratford, West Ham, and so back to Canning Town.

The GLC contend that their study did not produce results promising enough even to present to the appropriate Committee, but at a recent session of the Ringway Inquiry, W.S. Atkins and Partners, representing Greenwich and Croydon, asked for a more thorough investigation into the ringrail proposals.

MARLBOROUGH ROAD STATION GETS A NEW LEASE OF LIFE

Disused Underground booking halls seem to have quite an attraction for caterers, presumeably because of the ready-made spaciousness they can provide. To name but two, the former surface buildings of Hyde Park Corner station in Knightsbridge are occupied by a cafeteria of J.Lyons & Co.Ltd., while the old premises of Dover Street station were shared for many years by a Lyons' teashop and an Express Dairy restaurant.

The latest development along these lines took place last autumn, when Marlborough Road station buildings were reopened to the public after a lapse of some thirty-odd years - but this time as an Angus Steak House.

Marlborough Road was opened on the 13th April 1868, when the line of the Metropolitan and St.John's Wood Railway commenced operating between Baker Street and Swiss Cottage. This line, operated by the Metropolitan Railway, was at that time single track only but with passing loops at the intermediate stations - St.John's Wood and Marlborough Road. It was extended to West Hampstead on the 30th June 1879, and was then doubled from Baker Street through a new tunnel adjacent to the original one, the new track being brought into use on the 10th July 1882. From this short branch sprang the Metropolitan's Main line to Verney Junction in later years.

Marlborough Road itself had a somewhat chequered career; due to acute congestion of the lines between Baker Street and Finchley Road in the 1920's; it was one of the three intermediate stations on that section which saw the reverse operation to that normally expected, in that the station was closed during morning rush hours. This manoeuvre did not really solve the problem, and the Metropolitan produced a plan to build a new, deep level line from the main line between Willesden Green and Kilburn to a junction with the Circle Line west of Edgware Road. Work commenced in 1926, and Edgware Road was rebuilt as two island platforms, but the new line was never constructed. Relief did not come until the Bakerloo Line was extended on a branch to Stanmore; this line had two stations between Baker Street and Finchley Road - St.John's Wood and Swiss Cottage - and when they were opened on 20th November 1939 Marlborough Road and its two companions on this section of the Metropolitan were closed.

The new restaurant seats 75 and has been equipped as a luxury eating house to designs prepared by architect David Brookbank. Appropriately enough, the decor is Victorian with moulded plaster and velvet much in evidence, but with natural pine walls to give a more modern look. The ceiling has been lowered to give a more intimate atmosphere, and to provide a link with the name of the original station there are two busts of the Duke of Marlborough flanking the entrance.

One very interesting point is that the restaurant has not been insulated against the sound of the trains passing below. This is deliberate, as it was felt that railway noises would enhance the period atmosphere which the owners have attempted to create.

Diners report that the food and surroundings provide an interesting night out for Underground enthusiasts in a building which, while much altered inside, retains much of its original exterior.

CHANGED GATE OPERATION AT SEVEN SISTERS

An experiment in altered operation of the automatic ticket gates in the Tottenham High Road ticket hall of Seven Sisters station commenced on Sunday 8th November 1970.

Whereas in normal operation these gates are normally closed, and only open when a valid ticket is inserted, in this experimental system the gates remain open all the time, and only close when a passenger attempts to pass through without a ticket or with one which is not valid.

This is the beginning of an experiment to test a method of reducing wear and tear on the equipment without affecting efficiency. Passengers use the gates in the usual way; a green light shows above the gate when a valid ticket has been accepted, while on the other side of the gate there is a red light to dissuade passengers from using the gates in the wrong direction. Leaflets describing the change were distributed at the station when the new operating method was introduced.

Seven Sisters was chosen for this experiment because use of the station is heavy enough for the test to be useful, and because most passengers are regular travellers who can adjust quickly to the new system.

REVIEWS

Books

B.J.Prigmore; On Rails under Paris; 72pp, 33 photographs, 3 diagrams, 2 maps; 8½ in x 5½ in; card covers; London, 1970; Light Railway Transport League; 75p.

To quote the first, modest lines of the preface, "This small book sets out merely to supply, in English, and in readable form, the sort of story a railfan would wish to have available to study the Metro for himself".

Written in collaboration with M.P.Malterre of Paris, and partly based on the "Information Bulletins" of the RATP, this book provides all the basic information about the Metro. Starting with the history prior to the initial opening in 1900, it continues with a description of the main methods of construction, an outline sketch of the development of the system, and a summary of extensions under construction and proposed. Then follow descriptions of the track, tunnels, signalling, power supply, lifts and escalators and rolling stock. Methods of operation and the organisation of the operating department are fully covered, and there are explanations of the mysterious markings on the tunnel walls. (pages 27 and 30). The automatic train operation on Line 11 is explained, as is the automatic supervision of Line 1. The interchange points with the SNCF are detailed. Separate chapters are devoted to the Sceaux line and the R.E.R., which is portrayed on one of the maps.

The final chapter is written with the railfan in mind. It gives particulars of excursions from London to Paris, of hotels and restaurants, followed by four short itineraries for circular tours of the urban system. These are by M.Malterre, and include some lively comments (e.g. the extreme cleanliness of the stock on Line 9, but the converse situation on Line 6 - no prizes are given for London analogies!). Finally, there are brief details of the AMTUIR tram and bus museum, and how to reach it.

The photographs are mainly of rolling stock and stations, and give a good general impression.

A minor criticism is the lack of an index, and "bittiness", so that reference to the same subject can be found in different parts of the books, especially the rolling stock, which is split

between Parts II and III. However, the book is so interesting that any enthusiast is likely to re-read it several times. Heartily recommended.

John R. Day; The Story of London's Underground; Revised and enlarged edition; 190pp + 24pp plates; $6\frac{3}{4}$ in x 4 in. including maps and diagrams in text, and index; London, 1971; London Transport; 30p.

An excellent book made even better would be a fair summary of this, the fourth edition of John Day's well-known and very reliable history of the Underground. It gives a complete outline history of all London's Underground railways, including the Waterloo and City and the Post Office tube line, is very well illustrated and - a most valuable addition - it now has a comprehensive index.

Most of the additional material included in this edition relates to London Transport's new Victoria Line and to the Executive's plans for future extensions and new lines. All these are dealt with at some length, and this extra material makes the acquisition of this new edition a necessity for the Underground enthusiast, even if one or more of the previous editions have found a place on the bookshelf already. Essential for reading and reference.

Pamphlets

Brian Reed, with drawings by David Warner; The Met Tanks; Loco Profile 10; 28pp; $9\frac{3}{4}$ in x $7\frac{1}{4}$ in; paper covers; profusely illustrated; Windsor, February 1971; Profile Publications Limited; 40p.

Anyone acquainted with the Profiles of other forms of transport published in recent years will need no encouragement to sample the new locomotive series. They will not be disappointed, and it is encouragement indeed to find an Underground class of engine featured in the first few volumes of the new series.

This is an admirable short history of the Met class of 4-4-0 Tanks, and traces the ancestry of the class in some detail, proving fairly conclusively that the class originated from designs of Thomas Hunt for a class of six locos built for the Tudela and Bilbao Railway by Fairbairn at Manchester in 1861-62.

The District locos of the same class are covered as well as those belonging to the Met, the illustrations are interesting and well produced, and the centre-page colour spread shows the engines in two of their many versions and liveries. There is a general arrangement drawing, a table of dimensions of the various locos in their building order, and a map showing the opening dates of the Met and District lines upon which the engines ran - although this last could be criticised as being too small to be read comfortably.

Altogether a valuable publication which will enhance any railway bookshelf.

Professional Papers

J.Graeme Bruce; Train Formations and Maintenance Requirements; read before The Institution of Mechanical Engineers, Railway Division; 11 January 1971; 37pp, 10 diagrams, 3 photographs; Published by The Institution of Mechanical Engineers, 1 Birdcage Walk, London, S.W.1.

This paper, by one of the Society's old friends, the Mechanical Engineer (Running - Railways) of London Transport, discusses the philosophy (and historical antecedents) of many features familiar to members, including depot location, train lengths, interchangeability of cars within a train, layout of termini, minimum headways, and the proportion of spare rolling stock, with examples from London, New York and Paris.

He explains how the achievement of the theoretically ideal location of a maintenance depot (at one end of the section of line with the maximum service) can be thwarted in practice by the availability and cost of land. Depots at the outer ends of lines, as are Upminster and Ealing Common, can be starved of stock for the maintenance staff to work on during the midday off-peak, unless much unremunerative train mileage is worked.

The story of the Northern Line 1938-stock is given, with the remarshalling of the ten 9-car trains and the purchase of uncoupling non-driving motor cars creating 92 virtual block trains, or over half the fleet. The District Line R-stock trains are also discussed - "the maintenance engineers in London...say they want no more of this arrangement." The diagrams show the principal train formations on L.T.

.The ideal proportion of spare rolling stock for maintenance requirements and contingencies is fully discussed - the more interchangeable the units, the smaller the proportion of spare stock. The proportion also falls as the number of identical units rises.

Throughout the paper, the views of the maintenance engineer are propounded ("in the planning stage all is optimism, and the maintenance engineer 'cries in the wilderness', only to find that his worst fears are in fact realised."), and one soon appreciates that his task is far more complex than appears at first sight.

It is not possible to do full justice to all aspects of this admirable paper in a short review, but it should certainly appear on the bookshelf of every serious Underground enthusiast.

A misprint in the formula for providing pit roads at depots makes "P = number of pitted toads", but this will doubtless be corrected when the advance copy is reprinted in the Proceedings.

Magazine Articles

John Betjeman, photographed by John Gay: London's Termini (11) - Marylebone and Baker Street; Wheeler's Review, Autumn 1970.

A pleasantly nostalgic history of these two stations by that connoisseur of Victorian London, Sir John Betjeman, recounting the thwarted dreams of "a Victorian visionary, Sir Edward Watkin".

The two stations are dealt with separately, and, naturally enough in view of the author, the emphasis is upon the architectural rather than the operational.

Television

W.Stephen Gilbert; Circle Line; BBC1; 21.20 Thursday 14 January 1971.

"Life in endlessly travelling round the Tube on the Circle Line".

This play, the prizewinner in the recent BBCtv Student Play Competition will not have been to everyone's taste, but it did make compelling viewing. The story of an egotistically

amoral student who sponges on the friend who takes him in, corrupts his family and eventually gets thrown out, it made one wonder whether such people are really worth screen time. The proof that they are is, perhaps, that once the play had started it was almost impossible to turn off - and was therefore aesthetically justified. The Circle Line was used as an analogy for life, and the action repeatedly cut to scenes in an Underground train, and in fact ended there with the student "hero" in a car full of people who, for no very clear reason, give way to mass hysteria as the train stands in a tunnel. Good viewing from a promising young writer.

John van Riemsdijk; Within these Four Walls, No.1;
BBC2; Friday 15 January 1971, 19.05.

The first in a series of ten programmes in which scholars and scientists gave their own interpretation of certain items preserved in our great museums. Significantly, this opening programme came from the Museum of British Transport, Clapham, where van Riemsdijk conversed with Peter Bennet Stone on some of the exhibits. A little affected in parts, but an interesting idea.

GOING DECIMAL

Additional with the Journal this month to members is a copy of the 'Going Decimal' leaflet which was issued to all school-children in the London area by London Transport during January. One and a half million copies are understood to have been printed and four distinct varieties have been noted so far, each one largely confined to a certain area. The variety we have (ref 1270/3089RP/500M) was widely distributed throughout South London and none have so far been reported elsewhere.

The other varieties are one with the reference 1270/3091RP/250M and two with no reference at all, these being consequently more difficult to differentiate.

We should like to express our thanks to the member who provided sufficient copies for distribution.

LETTERS TO THE EDITOR

1 April 1971

Dear Sir,

Toll Tickets: Earls Court

I hesitate to rush forward and disagree with Mr. Borley's note concerning Earls Court Toll Tickets, published in the April Journal, but in the interest of the high standards of accuracy which he himself has always maintained, I feel that the record must be corrected.

For some days before Decimalisation, the two columns of 'platform tickets' in all the booking offices at Earls Court had their price altered to 2p (although of course 6d tickets were issued). New 2p 'single' platform tickets were issued from Sunday 14 February but the Return Toll tickets were variously described by staff as 'not available', 'not in yet', 'withdrawn' or simply 'haven't got any'. Enquiry at the Fares and Charges Office in late February revealed that the Return Tolls were 'delayed at the printers, definitely not withdrawn as there is a demand'. They have since appeared at the station, first noted 24 March although none were actually sold from the main (A) office until the evening of 26 March (Booking Office records may in the future suggest a different story, but that is what, in fact, happened). They cost the same as platform tickets, 2p.

In amplification of the rest of Mr. Borley's letter, may I say that from the later days of 1d platform tickets to date, the 'single' Toll tickets referred to have in fact been ordinary platform tickets in appearance and, presumeably, in intention. The other tickets are the Toll tickets proper, permitting the holder to walk through the station from Earls Court Road to Warwick Road (or Exhibition) and back, or vice versa. These tickets are sometimes erroneously called return platform tickets (surely an illogical term); unfortunately the Book of Routes does not state whether one is supposed to walk along the elevated footpath through the station or whether one is permitted to take the marginally longer route via the platforms!

I have heard tell that in the dim and distant past (well before 1948) there were such things as single toll tickets (as well as the returns) as distinct from the

ordinary platform tickets, but there is more to this story, I suspect, than meets the ear. I would welcome any information at all regarding platform and toll tickets at Earls Court (particularly) and the rest of the Underground (generally) to assist in this, one of the detailed studies I have undertaken. A couple of other stations had toll tickets at one time (other than the subway at South Kensington) - when were they withdrawn, and how did they compare with the Earls Court ones?

Yours faithfully,

6 Redcliffe Street,
West Brompton,
London, S.W.10.

G.Jasieniecki

26th March 1971

Dear Sir,

In the two journals for February and March, now available following the delay from the postal strike, I would draw your attention to two misleading statements, one in each journal.

Your reporter in the February issue, dealing with the transfer of the CO stock to the District Line, has become a little confused in his interpretation of the information which he has received. The general position is set out on page 138 of my book "Steam to Silver" where it is said that all CO/CP stock will be transferred to the District and this still holds good. There was no intention whatsoever of the west end CO stock motor cars not working on the District, which is stated by your reporter.

On the introduction of the A62 stock to the Metropolitan Line a number of CP stock were transferred to the District but no CO stock because of the difference in the position of the guard. In addition, at this time, it was considered desirable that these trains should be reversed and operate "wrong way", that is with the west end or A car, that is the 53xxx car facing east because this was the natural position for the same stock on the south side of the Circle. When page 138 of my book was written it was intended that when all the CO/CP stock was being transferred to the District the stock would be turned so that the 53xxx cars would again face west.

However, this reversal of the stock is not necessary and so to avoid operation of CO stock at the end of 8-car formations the west end CO stock cars (i.e. the 53xxx cars) must now be placed on 3-car units instead of 2-car units in 8-car formations, and this is being arranged. In other words, the 53xxx cars are officially west end or A cars, but will face east and 54xxx cars are officially east end or D cars and will face west, and this has no doubt caused the confusion.

Your NF 1011 in the March issue is also misleading in that there is no delay in the introduction of C.69 stock into service. Trains are being transferred at the rate of 1 per fortnight and this progress will enable the completion of the introduction of this stock by the October 1971 timetable which has been the target for some considerable time. There are always teething troubles with new designs and equipment on new rolling stock and small problems have arisen on the cab door interlocks and the air suspension units which are unique to this rolling stock, but this is quite untrue to infer that these problems are delaying the introduction of these cars into service. For the record, it might be of interest to say that the problems which have arisen in the preparation for service of the C.69 stock have been less than those which have occurred in previous rolling stock programmes, so that to speak of delays at this stage is doing a grave injustice to the staff concerned with the preparation for service work in all its aspects.

Yours faithfully,

J.Graeme Bruce

Acton Works,
130 Bollo Lane,
Acton, London, W.3.

Mechanical Engineer
(Running - Railways)
London Transport

SOCIETY NOTICES

Annual General Meeting. Members will have noted that they did not receive the 21 days notice of the Annual General Meeting to which they are entitled under Rule 8. This was, of course, due to the postal strike, and the position was considered by the Committee before the Annual Meeting was allowed to proceed. The Committee decided that it could allow the meeting to take place in the somewhat unusual circumstances by virtue of the powers given it by Rule 17 - and because the date of the AGM had been published in the January Journal, which was circulated to members well before the strike commenced.

1970 Accounts. Those members present at the AGM will know that it was discovered that the Balance Sheet as presented to the meeting did not balance! This irregularity has now been resolved to the full satisfaction of the Committee. The error was made in cutting the stencil and was not noticed on checking; any member wanting a copy of the corrected B/S may obtain one by writing to the Treasurer at 3 Bush Grove, Stanmore, Middlesex, HA7 2DX. It should be emphasised that the Society's Auditors were in no way involved with the mistakes made - the audit was carried out on the hand-written draft Accounts which were correct.

Reduced Subscriptions. At the Annual General Meeting a proposed amendment to the Rules allowing certain classes of persons to pay reduced subscriptions was discussed in general terms, but the proposition was lost because it was not seconded. The discussion was not a waste of time, however, because it gave members an opportunity to express their views on the subject, and enabled the Committee to publicise the Society attitude to reduced subscriptions - an attitude which seemed to gain general acceptance from the members present.

So that all members may know the policy adopted by the Committee is noted here. While any reduced subscription for specified groups of persons is opposed by the Committee, it does realise that certain individuals, through no fault of their own, (old age, sickness, unemployment are examples) may find paying full subscriptions a financial burden. In these cases the Committee are always prepared to consider them on their merits, and in appropriate cases will reduce the subscription payable, whether temporarily or permanently will depend on the situation in each case, under the powers given them by Rule 17.

Any member wishing to apply for reduction (or any member knowing of personal circumstances of another member which would merit help) should write to the Secretary at 17 Garth Road, Sevenoaks, Kent. Correspondence will be treated as strictly confidential.

The Committee would like to explain their reason for opposing reductions in subscriptions for classes of members; this is best done by reference to the Accounts for 1970 - where it will be seen that the cost of the Journal alone exceeded the total subscriptions received for the year. Is any more explanation needed?

THE TIMETABLE

19.00 for 19.15 Friday 14th May at Hammersmith Town Hall; a Paper entitled "The Southern and the Underground" will be read by Charles F. Klapper, who is an expert on this sphere of railway history, so another interesting and instructive evening is promised. Sunday 30th May. It is anticipated that the Society will have a Stand at British Railways Open Day at Cricklewood Depot, but at the time of going to press this has not been confirmed. In any case, these Open Days are well worth a visit whether there is a Society Stand there or not.

19.00 for 19.15 Friday 11th June at Hammersmith Town Hall there will be a discussion on the Greater London Council green book entitled "The Future of London Transport". As this is a publication intended for debate and suggestions, it is felt that the Society should play its part in putting forward suggestions for development of the Underground system and services. Come along and help in formulating representations to the GLC.

Saturday 19th June. Visit to Hainault Depot and Tour of the Ongar Branch, Central Line. Names, accompanied by a stamped addressed envelope, should be sent to S.E. Jones, 113, Wandle Road, Morden, Surrey.

Advance Notice - Preliminary only. London Transport will soon be withdrawing the last of their steam locomotives, and it is the intention of LT to celebrate the occasion with special trains and possibly an exhibition as well. We have only received preliminary notice so far, but it is understood that the event will take place on SUNDAY 6th JUNE, so watch the Press and read the June issue of The Timetable as soon as the Journal reaches you.

Another advance notice, but definite this time. The next Open Day at the Museum of British Transport, Clapham, will be held on Sunday 17th October 1971. There will be a TLURS Stand as usual.

THE TAIL LAMP

Conductor of subway elevator:

"Step along please, this way for Grimethorpe!"

Lithoed by Celtic Mailways, 93/94, Chancery Lane, London, W.C.2,
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