

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## LAST DAY OF LONDON TRANSPORT STEAM

The last day of steam locomotive operation on London Transport lines (and consequently the last steam operation on any public railway in Britain apart from preserved lines) is to be celebrated by a commemorative run on Sunday 6th June 1971 from the City to Neasden Depot, and an Open Day at that depot.

Between Farringdon and Baker Street the train will pass through part of the world's first underground railway tunnels, used by steam-hauled passenger trains when the Metropolitan Railway opened in 1863. The run will be made by one of the three remaining 0-6-0 pannier tank locomotives, L.94, hauling an engineers' train; as these trains are rarely seen by the general public, the vehicles making it up will be of considerable interest to the ordinary sightseer - and, of course, it must be confessed that the Underground enthusiast will be equally interested even though he knows all about them anyway!

Since 1937, London Transport's steam locomotives have been used only for shunting in depots and for works trains, and this makes a train of service vehicles the only appropriate last load. Steam passenger operation on the Underground ended on 9th September, 1961 and that was with British Railways locomotives.

On arrival at Neasden Depot the locomotive and train will be on view to the public as part of the Open Day there, which is being held to celebrate the event. Other exhibits will include another of the remaining steam engines, L.90 or L.95, which will also be in steam, and one of the Rolls Royce/Sentinel 325 h.p. diesel-hydraulic 0-6-0 locomotives

(DL.81-83) which will replace the last three steam locomotives (L.90, L.94 and L.95). Also on show will be a battery loco, one of the three remaining 1200-h.p Bo-Bo electric locomotives, an electric sleet locomotive, a diesel-electric crane and various specialised wagons, as well as examples of the most modern trains used on the Metropolitan, Hammersmith & City and Circle, and Victoria Lines.

For those wishing to join in the celebrations, a special souvenir ticket can be obtained by post or personal application from the Fares and Charges Office, 55 Broadway, London, S.W.1, priced at £1 for adults or 50p for children under 14. This will entitle the holder to travel by any Underground train to the City - Moorgate or Barbican (the latter being opened for the occasion, being normally closed on Sundays) - to see and photograph the steam train as it begins its journey over the City Widened Lines and then on to the Circle and Metropolitan tracks on its way to Neasden. The steam train will start from Moorgate at 13.50, but the decking over the station makes it less suitable for photographs than Barbican, where the train will stop for a short while for photographic purposes. After the departure of the steam train, special trains of the latest C.69 stock will take holders of the special tickets to Neasden, passing the steam train en route so that ticketholders will be at the depot to watch its arrival at about 14.50. The ticket includes admission to the Open Day and can be used as a Rover Ticket for journeys anywhere by Underground train on 6th June, and it can be retained, if desired, as a souvenir.

Neasden Depot will be open from 14.30 to 17.30 and, for those not travelling on the special trains, admission to the Open Day will be 20p for adults and 10p for children. A free leaflet will be issued describing the exhibits.

No car parking facilities will be available at Neasden, and motorists are advised to leave their cars at Wembley Park or Willesden Green stations and travel to Neasden by Bakerloo Line train.

Finally, to mark the occasion, London Transport is publishing a book, entitled "The Last Drop", with many colour illustrations and photographs of LT steam locomotives, specially written by John Day and William Fenton. It covers

the story of London Transport steam locomotives from the first trials of "Fowler's Ghost" in 1861 to the present day and includes a list of all the steam locomotives owned by London Transport and its predecessors. "The Last Drop" will be on sale on the platforms at Moorgate and Barbican stations and at Neasden, price 50p.

Suggestions for Society members to meet on 6th June appear in The Timetable on the back page of this issue, and review of "The Last Drop" will appear in these pages next month.

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### LONDON TRANSPORT 1970

The Report of the London Transport Executive for the year 1970, as befits a new organisation, has a completely new look. Produced on art paper throughout, and heavily illustrated with colour photographs, maps, tables and diagrams, it comprises 40 pages A4 size in card covers with coloured photograph of Oxford Circus to illustrate it.

The content of the Report differs to some extent from that of previous years, although most of the information formerly given is still included, even if in slightly different form.

On the railway side it is recorded that passenger miles for the year were 3249m (against 3187m in 1969), car miles worked were 212m (216m), average receipt per passenger 8.02p (6.70p) and staff at the end of the year on the operating side 9,944 as against 9,873. This last figure reflects the slightly improved staffing position which has helped to improve services in recent months. Railway services showed a net revenue of £4,163,000 for the year, but the buses made a revenue loss of £3,558,000, giving a net revenue of £605,000 to the Executive for the year. £2m was placed to General Reserve under a direction from the Greater London Council, out of a total surplus for the year of £3,668,000.

At a Press Conference held to mark the publication of the Report, the Chairman of the Executive, Sir Richard Way, made an outspoken speech in which he said that,

unless the Government made a 75 per cent grant for the building of the Fleet Line, it would not be built at all. Sir Richard said that he had been "slightly bruised" by the Government decision not to help finance the Heathrow extension. He could, however, see the reasoning and in that case, LT were prepared to pay the 75 per cent with the GLC paying the remaining 25 per cent. But LT was not prepared to pay for the Fleet Line, for which the GLC was prepared to provide 25 per cent also. "If the Government does not pay the remaining 75 per cent there simply will not be a Fleet Line. There is no question of our paying the balance."

Sir Richard said that the Underground was back to having 470 trains operating daily in the evening peak, compared with 450 a year ago, and that LT hoped to get through the current year without any further increase in fares, and to make a surplus of £500,000. He commented that the comparable transport system in Paris received a subsidy of £75m a year to enable it to operate with similar fares to those in force in London.

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#### POSSIBLE FURTHER EXTENSION TO THE PICCADILLY

It was revealed at the meeting of the Greater London Council held on 1st December 1970, that the Greater London Council had asked for a Report to be prepared for and presented to its Policy and Resources Committee on the possibility of the Piccadilly Line being further extended from its proposed terminal at Heathrow Central to Uxbridge, and the Chairman of that Committee stated that the progress of the Heathrow extension would not be jeopardized by the absence of a final decision as the extension was designed to be compatible with any further extension (this last statement being made in answer to a question asked at the Council meeting held on the 15th December).

Continuing the line from Hounslow to Uxbridge is not a new idea, having been first suggested about 50 years ago; it is interesting to note how often old schemes are revived periodically, many of them being finally accepted and put into effect. This one will be further reported on in these pages in due course.

## DISTRICT ELECTRIC ROLLING STOCK

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P.R.Connor

The District lost a total of 11 cars during the Second World War as a result of enemy bombing. The cars destroyed were as follows:-

C Stock Motors	4064, 4097
D " "	4008, 4041
F " Motor	4636
G " "	4146
H " Trailer	8210
K " Motor	4275
Q " Trailers	013167, 014127, 014183

In 1941 Q23 (Ex G) motor No 4149 was turned EB to WB and renumbered 4218 and Nos 4167 and 4176 of the same stock were converted to double-ended cars for use on the South Acton shuttle service. They were withdrawn when the line was closed in 1959.

At the end of the war plans were drawn up for the replacement of the C, D and E Stocks by a new type to be known as the R stock. It was also originally proposed to order enough new stock to enable the F Stock to be transferred to the Circle Line so the old stock on that line could be withdrawn. It was found however, that it would be very difficult to form the 5-car sets required for the Circle Line from the existing 99 cars of F Stock, so the plan was altered to allow 5-car trains of O and P stock to be transferred from the Metropolitan main line to the Circle, and the F Stock go to the Metropolitan.

Prior to their removal to the Metropolitan, the F Stock underwent another programme of rehabilitation at Acton Works. The work included complete rewiring, replacement of the old wooden doors by a steel alloy type and the replacement of the original Westinghouse Type 21 electro-pneumatic brake controllers by the standard A5 type removed from Standard tube stock control trailers then being converted to trailers. Other alterations included the fitting of electric window wipers - also fitted to all Q Stock motor cars at this time - the restoration of passenger door control, and the sealing of the rather

draughty roof ventilators. The work was started in 1950 but was not fully completed until 1954 after the trains had all gone to the Metropolitan.

As all the F Stock was not required on the Metropolitan main line ten 4-car sets were formed for working on the East London Line where they replaced C, D and E Stock sets. As there was only one position for the Guard (at the trailing end of the double equipped motor car) a special double battery arrangement had to be provided, with alternate charging, so that one battery was not used for control circuits all the time.

The F Stock was used on the Metropolitan until 1963 when it was replaced by new trains of A62 Stock. The East London sets were replaced by Q Stock in the same year. When delivered in 1920 they were much in advance of their time with the notable exception of the non-automatic control equipment. Throughout their life they were well liked by train crews, being fast and solid, but they never lost the tendency to roll at speed in spite of attempts to cure it by stiffening the bogie springing. In retrospect it seems a pity that one was not preserved.

The District's new R Stock began to arrive in 1950 and was delivered almost without interruption until 1953. A summary of the cars is set out below:-

<u>Stock</u>	<u>Numbering</u>	<u>Cars</u>	<u>Builders</u>	<u>Total</u>	<u>Notes</u>
R 38	21100-30	ADM	Gloucester	31	Ex Q38 trailers converted to run with R 47 Stock
R 38	22600-50	DDM	Gloucester	51	
R 47	23200-30	NDM	Birmingham	31	
R 47	23300-30	NDM	Birmingham	31	
R 47	23523-49	NDM	Birmingham	27	
R 47	23400-30	NDM	Gloucester	31	
R 47	23500-22	NDM	Gloucester	23	
R 38	21131-45	AMD	Gloucester	15	Ex Q 38 trailers converted to run with R 49 Stock
R 38	22651-78	DDM	Gloucester	28	
R 49	21146-47	ADM	Met-Camm	2	
R 49	22679-82	DDM	Met-Camm	4	
R 49	23231-47	NDM	Met-Camm	17	
R 49	23331-47	NDM	Met-Camm	17	
R 49	23431-47	NDM	Met-Camm	17	
R 49	23550-82	NDM	Met-Camm	33	

Each train was made up of six or eight motor cars, only the first, sixth or eighth having drivers cabs. These driving motor cars were almost all converted Q 38 trailers which had been designed with this alteration in mind, each having dummy cab doors at one end of the car. The Conversion work was done by the Gloucester Carriage and Wagon Co.

The 1947 batch had one D end driving motor car left over after the formation of 19 x 8-car and 12 6-car trains, so the 1949 order had sufficient cars to make up 16 x 8-car and 1 x 6-car trains less one D end motor car. The second batch were constructed of a lightweight alloy and nine cars were left unpainted as an experiment. Eight of these, numbered 21146, 23247, 23346, 23446, 23581, 22679, 23582, 22680, ran as one train, whilst the last, numbered 23567, ran with No 22663 painted silver to match. For some years cars numbered 21107, 23211, 23311 & 23407 were also finished in silver to match cars 23567 & 22663 in a six-car set.

One feature new to the Underground was the provision of door fault indicator lights which were fitted to the R Stock. As an experiment an eight-car set of Q Stock had been fitted with these during 1948. One of the cars involved was No 013144, now running as a COP trailer, which still has the housing of the indicator light in position. Also during 1948 Q 31 (ex L) trailer No 8026 was fitted with Metalastik rubber suspension. This type of suspension was fitted to new tube stocks from 1956 onwards.

With the arrival of the R Stock the C, D & E Stock motor cars were gradually withdrawn. The L, M & N trailers which ran with them were fitted with air doors and E.P. brakes so they could work with Q Stock and help fill the gap left by the conversion of some 125 Q 38 trailers for use in R Stock sets. These Q 31 (ex L) and Q 35 (ex M & N) trailers were renumbered with an 'O' prefix when converted. In addition six M Stock motors were also converted to trailers, but three of these were merely run as trailers with the motor equipment isolated. These cars also had an 'O' prefix thus:- 04392, 04405, 04407. The following C, D & E cars were retained for working the Olympia services until they were withdrawn in 1961:- 4037, 4138, 4139,  
4053,

4214, 8787, 8799, 8789, 8791, 8901. Those cars underlined were converted to stores-carrying vehicles in 1958 and were withdrawn in 1965. During the period 1950-1 ten C, D & E motors were converted to trailers, to compensate for the loss of the 77 L, M & N trailers. The first withdrawals of this, the last, hand-worked door stock on the Underground took place in 1950 and proceeded apace during the next three years. Some cars, apart from those mentioned above were not finally scrapped until 1956.

The conversion of Q 38 trailers to R Stock had left an imbalance of motors and trailers of Q Stock which was only partially rectified by the conversion of the L, M & N trailers. There was an excess of motor cars which existed until 1955 when a number of motor cars were converted to trailers. Eight Q 31 (ex L) WB motors were converted to trailers and renumbered 08822-29 as were four WB and four EB Q 35 (ex M) motors which were renumbered 08813-21/08830-34. Included in the latter batch were the three motors which had been running as trailers and which were also fully converted to trailers at the time. In addition seven Q 27 (ex K) motors were turned EB to WB and renumbered from 4363-75 (odds only) to 4362-74 (evens only). Four years later it was decided to increase the length of the 16 Circle Line trains from five to six cars. Further inroads were therefore made upon the totals of Q 38 trailers when the 16 cars required were converted to COP stock trailers. The loss was made good by converting four WB and ten EB Q 23 (ex G) motors to trailers and renumbering them 08835-48.

This last alteration to the Q Stock meant that there were not sufficient trains available for service. This deficiency was made good by ordering 1 x 8-car and 2 x 6-car sets of R Stock. The non-driving motor cars were all constructed of unpainted aluminium alloy and were built by Metro-Cammell. They were designated R 59 and were numbered 23248-50, 23348-50, 23448-50, 23583-86. Seven more Q 38 trailers were converted to driving motor cars at Acton Works to run with them and were numbered 21148-50 and 22683-86.

The arrival on the Metropolitan Line of the A 60/62 Stock meant that all the CP trains then working on that line could be transferred to the District. As it was only required that these



should run as 6-car sets on the District, nine 2-car units were lengthened to three cars by the addition of a Q 38 trailer converted to COP Stock. The transfer of CP Stock to the District enabled a number of the older Q cars to be scrapped. Between 1964 and 1966 all the Q 23 trailers were scrapped together with 22 Q 23 motors. No 4198 was converted to a pilot car to replace a scrapped C Stock motor. A total of 34 Q 27 motors were withdrawn and one car, 4211 became the other pilot car. Fifteen Q 31 trailers and six Q 35 trailers also went at this time.

Up to this time all the Q cars had been coupled indiscriminately in the formation A DM-T-T-D DM-T-D DM-T-D DM. At the time of the withdrawals it was decided to form the remaining cars into semi-permanently coupled sets, or 'block units' as they were called. As the cars passed through Acton for overhaul this work was done and a large 'B' was painted on the ends of cars to assist shunters when making up trains.

The end of the Q Stock is near. It is expected that the arrival of the C 69 Stock on the Hammersmith and Circle Lines will release COP Stock for use on the District and all but seven 4-car sets (for use on the East London Line) will be withdrawn by the end of the year. A summary of the alterations to the Q Stock from 1945 to date appears below.

<u>1945</u>				<u>1950</u>					
Stock	Motors		Trs	Note	Stock	Motors		Trs	Note
	WB	EB				WB	EB		
G	36	11	-	a	G	36	11	-	
K	-	100	-	b	K	-	100	-	
L	8	-	-		L	8	-	37	c
M	5	9	-		M	4	4	20	d
N	-	-	-		N	-	-	26	e
Q	10	15	180	f	Q	10	15	55	g

<u>1955</u>				<u>1967</u>					
Stock	Motors		Trs	Note	Stock	Motors		Trs	Note
	WB	EB				WB	EB		
G	32	1	14	h	G	11	-	-	i
K	7	93	-	j	K	9	57	-	k
L	-	-	45	l	L	-	-	30	m
M	-	-	28	n	M	-	-	23	o
N	-	-	26		N	-	-	25	p
Q	10	15	55		Q	10	15	23	q
Total						<u>30</u>	<u>72</u>	<u>101</u>	

Notes

- a. 2 converted for South Acton shuttle; 1 lost to enemy action; 1 EB turned WB.
- b. 1 lost to enemy action.
- c. 37 trailers converted from hand door stock trains.
- d. 14 trailers converted from hand door stock trains, plus 6 'M' motors converted to trailers.
- e. 26 trailers converted from hand door stock trains.
- f. 3 trailers lost to enemy action.
- g. 82 trailers converted for R 47 Stock, 43 for R 49 Stock.
- h. 4 WB & 10 EB motors to trailers.
- i. 21 WB, 1 EB motor and 14 trailers scrapped.
- j. 7 turned EB to WB.
- k. 2 turned EB to WB.
- l. 8 motors converted to trailers.
- m. 15 trailers scrapped.
- n. 8 motors converted to trailers.
- o. 5 trailers scrapped.
- p. 1 trailer scrapped.
- q. 16 trailers converted to COP trailers, 7 to run with R 59 Stock and 9 more to COP Stock in 1969.

ended.

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 CONGRATULATIONS TO SIR HARRY VERNEY

Sir Harry Calvert Williams Verney, D.S.O., 4th Baronet, last surviving Director of the Metropolitan Railway Company, and the first person to be elected an Honorary Member of this Society, celebrates the ninetieth anniversary of his birth

on the 7th June, and the Society is pleased to extend to him congratulations and best wishes on such an important occasion. Sir Harry is a descendent of the Verneys who were responsible for the railway developments in Buckinghamshire in the last century, and, further back in history, played a prominent part in the Civil War. Sir Harry was elected an Honorary Member of TLURS late in 1962, and has always taken an interest in the affairs of the Society; those members who took part in the visit to Claydon House some years ago will recall the welcome extended to them by Sir Harry on that occasion, and the very interesting talk that he gave to our party then.

Upon a very similar occasion three years ago, the Society made a presentation to Mr J.P.Thomas on his 90th birthday, and the Committee were making preparations to do the same for Sir Harry; but he has stipulated that he should receive no presents as he has too many possessions already! He has, however, great pride in the Verney family collection of letters, numbering many thousands and going back many centuries - so our President is to send a letter of congratulations, as the Committee are sure all members would wish to be done, and will wish Sir Harry many more happy years.

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#### LT ADVISE WASHINGTON

London Transport experts have been invited by the United State Department of Transportation to act as consultants in planning improvements to Washington's public transport services and encouraging more people - particularly Government employees - to use them.

US Secretary of Transportation, John Volpe, has said that the area's transportation problems cannot be postponed to await the building of the projected metro system and has called for shorter term improvements to the capital's public transport.

Senior LT officials who have acted as consultants to cities in many parts of the world will visit Washington during the next five months. They will be asked to recommend changes in the pattern of services that will attract more public support, to help to improve advertising and publicity - London Transport's own is claimed by overseas experts to be amongst the best in the world - and to advise on possible car-free zones. They will work with American consultants.

## REVIEWS

Magazine Article Reprint

Roger Calvert; Improving London's Rail Transport; reprinted from British Engineer, November 1970 issue.

This article, by the honorary secretary to the National Council on Inland Transport, puts forward some novel and practicable ideas for the bettering of rail transport in London.

A basis of the scheme is a new Outer Circle service, but on a different route from that referred to in the Journal last month; this Circle would incorporate a great part of the East London Line and would use the Thames Tunnel for the eastern crossing of the river. On the other side of the Circle the West London Extension line would be used.

Other suggestions are; - for proper use to be made of the Loughborough Junction-Farringdon section; an alternative to LT's scheme for a Wimbledon Line, using the North London tracks at the Hackney end; and a new branch of the District from a junction at Tower Hill up to the old London and Blackwall Railway, then under the Thames to Thamesmead and Erith.

Although a thought-provoking paper, written by one who is only too well aware that the railway system is being run down quite unnecessarily in favour of road expansion - which is largely encouraged by commercial pressure groups with no interest at all in preserving or improving environmental amenities.

Pamphlet

Fare-Free and Frequent; an answer to the G.L.C.'s Green Paper on the Future of London Transport; 24 pp lithoed from typed original; limp card covers; London, March 1971; London Passenger Action Confederation; no price stated.

This paper has been prepared for the publishers by Harrow Public Transport Users Association in conjunction with the Executive Committee of the Action Confederation. As stated, it is an answer to the GLC Green Paper, and has some interesting points to make, of which the main one is, perhaps, that the GLC is not taking a broad enough view of the transport problem in restricting its review to LT's operations. It is also suggested that the Heathrow

extension should not be proceeded with in the absence of a Government grant, on the grounds that London should not be expected to bear the cost of a line which will be nationally advantageous.

### Jigsaw Puzzle

Class A 4-4-0 1903; Vintage Series; over 260 pieces; size  $15\frac{1}{4}$  x  $10\frac{3}{8}$  ins (38.7 x 26.4 cm);  $17\frac{1}{2}$ p.

The Class A of the title is, of course, the Metropolitan one, and this jigsaw is quite a good representation of the engine, portrayed in colour.

### Exhibition

National Model Railway Exhibition 1971; Central Hall, Westminster; Tuesday to Saturday 13-17 April; organised by The Model Railway Club Limited.

Now that this exhibition has returned to its old haunts it has recaptured much of its former attraction. This year's show was much on the same lines as usual, and attracted the usual crowds. Our member Alan Cruikshank had a number of exhibits on display, but apart from this the only items of Underground interest noted were F. Dobson's Gauge 1 tube set and F.G. Roome's District Railway electric locomotive in Gauge 0.

### Books

H.T. Jackson; The Railway Letter Post of Great Britain - Part 1 - General History; Second Edition; Nottingham, 1970; The Railway Philatelic Group; £1.10.

The first edition of this very useful book was reviewed in these pages in the November 1968 issue (Volume 7 No 11, p.164). That edition was very soon sold out, which is not surprising as it was the first authoritative work on the general history of British Railway Letter Posts. The new edition is revised and enlarged and contains an additional chapter on the cancellations to be found on railway letters. The text has been considerably modified by incorporation of discoveries since 1967, and the index has been revised and updated. The book now consists of 58 pages  $9\frac{1}{4}$ " x  $6\frac{7}{8}$ ", and is well illustrated in black and white, and, as in the first edition, Underground lines carrying railway letters take their proper place.

C.A.Hart (Editor); The Railway Theme - A Study of Railways on Stamps; 48 pp  $9\frac{1}{2}$ " x  $7\frac{1}{8}$ "; Nottingham, 1970; The Railway Philatelic Group; £1.10.

A very good introduction to railway thematics on stamps of the world. It is not complete, as it only covers part of the world, but what is published here is very useful and could well encourage a railway enthusiast to commence a stamp collection as a new aspect of his hobby. Some hints are given on how to arrange and write up a collection of this kind, but as is said, this is very much a matter of personal choice and the hints are only meant to be just that. One aspect that will make an appeal to most enthusiasts is the potted history of each country's railways which introduces their respective sections. The illustrations are good and well produced (the whole book is printed on art paper), and the only serious criticism that can be made is that there are a number of misprints, incorrect spellings and so on which will obviously be put right in any new edition. There is a quite good bibliography, but no index. It ought to be pointed out that underground railways do not feature prominently on stamps, so there is not a great deal of direct interest to our members - but this does not detract from the value of an excellent book which fills a very big gap.

Note The above two books are obtainable at the prices stated from A.J.Lowe, Publications Officer, The Railway Philatelic Group, Rookwood, Bentinck Road, Altrincham, Cheshire. Also, from the same address, may be obtained another publication of the group, compiled by David Potter and entitled "Catalogue of Great Britain Railway Letter Stamps 1957-1970". As the only companies now issuing letter stamps are remote from London - Festiniog, Ravensglass and Eskdale, etc - this is not a book for an underground library, but is an excellent little work nonetheless. Profusely illustrated, it comprises 20pp  $8\frac{1}{2}$ " x  $6\frac{1}{4}$ " in card covers (as are the other two books reviewed from this publisher), and the price is 30p.

## SOCIETY NOTICES

Stamped Addressed Envelopes Because of the appalling reduction in efficiency in postal services recently, there have been instances of members who have applied to attend visits not receiving their instructions until after the visit is over. Will all members, therefore, please stamp their envelopes for first class postage when they send a stamped addressed envelope with their applications. If this request is not complied with, there is no certainty that they will receive the notice of time and meeting place before the event.

Cartographic Material Will any member who holds any material of interest to the Society's cartographer, whether it belongs to the Society or is the member's own property which he is prepared to make available for Society use, please get in touch with P.R. Connor, Flat B, 1 Marchwood Crescent, Ealing, London, W.5. Please send brief details of what is available, and whether you are prepared to lend it to the Society if it is personal property.

Brussels Visit Will members who have expressed an interest in this visit please note that support has not been sufficient to justify the continuation of the arrangements, so the proposed visit is CANCELLED. This is very much regretted by the Committee who feel that their plans may have been disrupted, to some extent at least, by the postal strike. But, whatever the reason, support was very much less than for the successful visit to Paris in 1970, and this is the reason for the decision to abandon the plans.

## THE TIMETABLE

Sunday 6th June LAST DAY OF LONDON TRANSPORT STEAM. The details of arrangements for this very significant event, which marks the end of steam in Britain - apart from the preserved lines - appear on pp 81-3 of this issue. If members having tickets for the special trains referred to in those notes wish to travel in a Society party, please meet in the Metropolitan booking hall at Moorgate station at 13.00 on the day. Please note that the Society cannot supply tickets for the special trains; these must be obtained from L.T.

19.00 for 19.15 Friday 11th June at Hammersmith Town Hall;  
A Discussion on the Greater London Council's Green Paper  
"The Future of London Transport". Please come along to  
add your contribution to the proceedings, which we hope  
will produce something worth passing on to the GLC.

Saturday 19th June Visit to Hainault Depot. Names to  
S.E. Jones, 113 Wandle Road, Morden, Surrey as soon as  
possible please, accompanied by a first-class stamped  
addressed envelope. This visit will be followed by a  
tour of the Epping-Ongar Branch of the Central Line (now  
threatened with closure). Members and friends wishing  
to tour the Ongar line, but not on the Hainault visit are  
to meet the party at 14.00 in the Booking Hall at Epping.

19.00 for 19.15 Friday 9th July at Hammersmith Town Hall;  
A Photographic Evening. The Exhibits will be the entries  
in the recent Society Competition, and the prizewinners,  
will be announced during the evening. It is hoped that  
the Judge will be able to attend.

ADVANCE INFORMATION Saturday 11th September. There will  
be a Midland Region "Merrymaker" trip at a cost of £1.50  
from Hemel Hempstead, Watford Junction and Harrow and  
Wealdstone. This will give an opportunity to  
travel over the West London and West London Extension  
lines, and as the destination is RYDE, to see the ex-LT  
tube stock on the Isle of Wight as well.

#### THE TAIL LAMP

A.F.C. (A Frightened Commuter)

Shortly after the introduction of A.F.C. at Oxford  
Circus a commuter attempted to gain access to the escalator  
via the luggage rollers between the gates, there being no  
metal LUGGAGE sign to bar the way. On falling into the  
arms of a Divisional Superintendent, he is reported to  
have said "Not very safe, this new equipment, is it?"

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