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FARE RISE RUMPUS

Fare increases in London usually generate a fair amount of grumbling, as do any other price rises, but usually they are accepted after a short while and are then no longer a cause for grievance.

The fare increase introduced on the 2nd January, however, does not seem so likely to win such easy acceptance as usual, for a number of reasons. The first and most obvious of these is the size of the increase at the lower end of the fare scale, which has meant that, for thousands of passengers, fares have doubled - or at the least increased by 50%. A secondary cause for complaint is that there was insufficient warning; it had been prominently set out in the press that the average fare increase would be about 8%. Such a statement was, of course, completely false and grossly misleading; what ought to have been said was that LRT were expecting to get from the increases somewhere about 8% extra revenue - a very different thing.

Repercussions have been much more extensive than usual, and some very stormy sessions have been gone through by booking clerks and conductors, with many passengers simply refusing to believe that their fares could have been put up by so much. Letters to the papers have been many and caustic, a number stating that it is now cheaper for the writers to make their journeys by car - even allowing for the cost of parking.

One of the most interesting results of the rises, however, is that the London Regional Council of the Labour Party is to decide at its annual conference in March whether it should adopt a policy of free travel on London Transport. Should this be adopted as the official policy, it could be a decisive election factor.

## METROPOLITAN AND SAINT JOHN'S WOOD RAILWAY

Regulations for working the line by Pilotmen

June 1877

Two pilotmen are appointed to work the line and are supplied with shoulder belts.

The Pilotman between Baker Street and Saint John's Wood Road will wear a RED belt.

The Pilotman between Saint John's Wood Road and Swiss Cottage will wear a BLUE belt.

No train or engine is to be allowed to leave any station unless the pilotman for that portion of the line over which it is to proceed is at the station, and either accompanies the driver or authorizes him to start, and drivers of engines must not receive any instructions as to starting except from the pilotman.

The flag signal given by the guard is only to indicate to the driver that, so far as the passengers are concerned, the train is ready to leave the station, but the driver must not start (although the pilotman has authorized him to do so) until he receives a flag signal from the guard.

When a train is stopped on the journey by an accident, or from any other cause, and the driver is unable to proceed, it will be the duty of the pilotman to proceed to the next station for assistance, and accompany the assisting engine to the disabled train; should the engine or train be got right again during the absence of the pilotman, the driver must on no account proceed along the line until the pilotman has returned.

The duty of each pilotman is to travel over that portion of the line to which he is appointed, with the various trains, and when it is necessary for an engine or train to pass over that portion of the line he must be at the station to accompany it or start it.

When two or more engines or trains are to pass in the same direction, the pilotman must give instructions for the driver of each train or engine (except the last one) to proceed, and the pilotman must accompany the last train or engine.

When two engines are coupled or attached to a train they must not be separated, but must be considered as one with

reference to these regulations.

The pilotman must on no account pass to another station beyond that portion of the line to which he has been appointed.

The drivers are specially cautioned to approach the stations very carefully, so as not on any account to overrun the platforms.

The block telegraph stations are:-

Baker Street Junction with Main Line  
 Baker Street (Saint John's Wood Line)  
 Saint John's Wood Road  
 Marlborough Road  
 Swiss Cottage

#### THE NEW PICCADILLY LINE ROLLING STOCK TECHNICAL NOTES

The eighty-eight new Piccadilly Line trains will have six cars made up of two three-car units in block formation. Present Piccadilly Line trains have seven cars, but each car of the new stock will be 58 ft long - 6ft longer than the earlier design. Additional space is provided by the omission of the usual driving cabs at the centre of many of the trains, the space becoming available for passenger use and for two extra doors on each side. Some sets will have cabs at both ends so that they can be used on the three-car Aldwych shuttle service. A simplified form of driving equipment, known as "shunting control" and mounted in a cabinet, enables a three-car set to be driven in a depot when necessary from the end not fitted with a cab.

The external finish will be of unpainted aluminium except for a deep red band across the lower section of the cab front. The cab windows will have a "wrap-round" feature similar to that in the Victoria Line trains. The double-length, double-glazed windows of the Victoria Line stock are adopted for the new trains also, as are the higher windows in the doors which enable a passenger standing in the vestibule to see his station name without stooping. A feature not found on the Victoria Line is sliding doors, with pneumatic seals, for the motorman's cab, similar to those on the later C.69 stock for the Circle and Hammersmith and City Lines.

Inside, the appearance is to be very similar to that of the Victoria Line trains, with moquette-covered seats, extensive use of plastic finishes, fluorescent lighting and illuminated advertisements. The glass screens at the doors will be set farther back from the door opening, this "standback" space being especially provided to accommodate luggage without obstructing the doors. Each car will have 44 seats arranged in longitudinal and transverse formation similar to that of the existing Piccadilly Line trains.

To give better ventilation, each of the cars will have three ceiling-mounted fans. These will be thermostatically-controlled and will be turned on automatically when the temperature in the car reaches a predetermined level. This should greatly improve ventilation when a train is stationary. The fans should continue to operate for more than an hour from the train batteries should the traction current be lost for any reason.

The bogies will be based on the type used for the Victoria Line trains but will incorporate a system of load weighing for traction and braking purposes. All the axles of the outer cars of each three-car unit will be motored, so that two-thirds of the axles of the trains will be powered. The motor bogies will each have two 300-V d.c. motors coupled in series.

The traction equipment has been redesigned to incorporate a single camshaft in place of the two previously used and has been rearranged on the car underframe. Higher speeds and load control have increased the duty on the rhoestatic braking resistors which are now force-ventilated by a blower combined with the motor alternator set.

With the possibility of eventual automatic train operation in mind on a line with long open-air sections, it is considered that some new form of braking systems with slip-slide protection is needed for individual cars. To achieve individual car protection, the "Westcode" electro-pneumatic brake system in an "energise to release" form will be used for the new stock. This system allows individual car-load control to be used instead of the retardation control previously used. Loss of the electrical feed to the system causes the car brakes to be applied. The circuitry is so arranged that emergencies requiring automatic brake application, such as the operation of the alarm by a

passenger, the train being tripped at a signal at "danger" etc, can all be dealt with by the new system. This enables the Westinghouse automatic air brake used on present trains to be omitted from the new stock.

A smaller and lighter type of pneumatic door operator has been evolved for these trains with each machine operating two doors instead of one as in the earlier stock. It is also possible that a proportion of the trains will be fitted with electrically-operated doors to afford a large-scale test of this method of working.

To help the driver a new fault annunciator system is being developed to indicate in the cab either actual faults which have immobilised the train or potential faults which could lead to immobilisation.

The "early-warning" feature of the system should help the driver to take action to overcome developing faults where this is possible, or to be prepared to take his train out of service at a convenient point if the fault is something with which he is unable to deal. This should mean that delays caused by defective trains can be greatly reduced.

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#### ICING TROUBLES ON THE BAKERLOO

The snow which fell during the early hours of Tuesday 23 November 1971 caused disruption of the L.M.R. and Bakerloo train services. The 07.40 Watford Junction - Elephant and Castle (the first tube train departure from Watford Junction) stalled on the steep climb to Bushey and Oxhey, due to snow on the centre rail. The train crew and BR/LIT staff attempted to clear the rail, but the train ran backwards several times, finally stopping only 50 yards from the 07.46 Watford Junction - Broad Street train.

After about twenty minutes delay the train (no. 55) managed to reach Bushey, being driven by a relief driver in the cab of 10055 at the north end of the train. The train filled rapidly, and some would-be passengers were left at Hatch End.

This is the only through train from Watford Junction to the Elephant; the other three are advertised to run to Waterloo.

## REVIEWS

Booklets and Pamphlets

Charles S. Dunbar; Tramways in Wandsworth and Battersea, with some notes on "the western system" of the L.C.C. Additional Notes and Reminiscences on the Battersea and Wandsworth Routes by Frank E. Wilson; 80 pp 8 $\frac{1}{4}$ " x 5 $\frac{1}{2}$ " in card covers; illustrated with photographs, maps and plans; London, 1971; Light Railways Transport League; 40p

This work was originally published in 1945, and has reappeared several times since, either in Tramway Review or as a separate publication. On each occasion it has been revised and added to, and there have been variations in the title, which is now almost as long as the book!

This, latest, appearance is to all intents and purposes a new book and it makes a valuable contribution to the history of tramways in London, and to the extent that historians of the Underground are inevitably concerned with other forms of transport in the metropolis also, it will be a valuable addition to their libraries. It is comprehensive, going back to the beginning of the horse tram services in the area, and painstakingly detailed - with much of the detail being difficult to obtain, for, as the author records, the last meeting of the South London Tramways Company ordered the destruction of the company's minutes and records, and many files of local papers were destroyed by enemy action. Much information is given on the history of Clapham Depot - which is now the Museum of British Transport, and of the services run through the Kingsway Subway, while Mr. Wilson's notes make reference to the tram and bus services which replaced the City and South London Railway services after the closure for reconstruction in 1923.

B.P. Pask; Tickets of the Glasgow Underground; 32 pp, 11 $\frac{3}{4}$ " x 8 $\frac{1}{4}$ "; illustrated, in limp card covers; Luton, 1971; The Transport Ticket Society; 35p.

For the ticket enthusiast this booklet provides a useful history of the fare collection methods on the Glasgow Subway; the line opened in 1896 with a flat fare of 1d, paid at turnstiles without tickets being issued, but differentials commenced in 1897 when issue of tickets started too. The booklet is duplicated from typewritten text; illustrations appear to be xeroxed and are a little too faint for comfort, but this probably is unavoidable with the originals to be copied.



The Railway Servants; a Century of Railway Trade Unionism 1871-1971; 36 pp illustrated in colour, in paper covers; compiled, designed and published by The National Union of Railwaymen; with Foreword by Sir Sidney Greene; London, 1971; no price quoted.

This centenary booklet of the NUR presents a concise history of the Union's activities since its formation as The Amalgamated Society of Railway Servants in 1871.

Obtaining better wages, hours and working conditions for railway workers has always been an uphill struggle, as these pages make abundantly clear, and the NUR has been responsible for much of the progress that has been achieved.

London Transport is, of course, mentioned, though not extensively, but the booklet is, nevertheless of considerable value in giving an outline of a long and heroic struggle to improve the lot of a group of men essential to the life of the nation.

#### Parliamentary Acts

London Transport Act 1971; Her Majesty's Stationery Office; price 25p; reference SBN 10 514071 6.

This Act is largely devoted to powers in connection with the Fleet Line, one long Section (No. 16) taking three pages to deal with the requirements for deconsecrating and removing human remains from the disused burial grounds of three former City churches which will be affected by the building of the line - St. Margaret, New Fish Street; St. Michael, Crooked Lane; and St. Martin Orgar. The section of the line authorised by this act is from Strand to Fenchurch Street, in the Cities of London and Westminster and the London Borough of Tower Hamlets.

Other works authorised are a subway, 105 yards in length, at Gloucester Road station and a ventilation shaft 46 yards long at Archway.

There are numerous other provisions, including protecting reservations, powers to stop up streets and so on, and altogether it makes quite interesting reading.

London Transport (No. 2) Act 1971; HMSO; 25p; SBN 10 516721 X

Following on from the Act noted on the previous page, this gives powers for the building of the third section of the Fleet Line, a ventilation subway at South Kensington station, a ventilation shaft and subway at Hyde Park Corner station, and one near the junction of Garlick Hill and Queen Victoria Street in the City.

It may be noted that the southern terminus of the Fleet Line is to be near the junction of Alpha Road and Florence Road in the London Borough of Lewisham. A considerable number of the provisions of the Act are directed towards protecting the Port of London Authority in respect of works to be carried out near or under the Thames and the Surrey Canal.

#### LETTERS TO THE EDITOR

1st November 1971

Dear Sir,

During the great hold-up on the District Line on 13th October I was at Earl's Court about 10.30. There had been no Olympia train for some time and platforms 3 & 4 were packed with potential visitors to the Business Efficiency Exhibition. A Wimbledon train was at platform 3 and an Ealing train at platform 4. Both were on the indicator as Wimbledon trains. The signal changed and the Ealing road showed on platform 3 and the Wimbledon road on platform 4. After a lot of rushing around the signals were reset only to clear again with the same mistake. A few more minutes and the signals were again reset and a cheer went up from the crews as platform 3 cleared for Wimbledon and the train left. Train 111 still waited patiently at platform 4. A great groan went out as the Wimbledon road was set for the third time in error.

Meanwhile across on platforms 1 and 2 a worried guard called across to the Inspector that he had been switched to Edgware Road but how the train of seven coaches would be accommodated was what he wanted to know! Olympia passengers were by this time so numerous that a special announcement advised them to travel to West Kensington thence by 28 bus to Olympia. Just



as that happened train 111 got the right road and the doors closed on an almost empty train. The Olympia passengers boarded the next Ealing train but about five minutes later an Olympia train came in. I imagine that it reached Olympia well before the 28 bus passengers would have done.

Yours sincerely,

139, Brighton Road,  
Purley, Surrey.  
CR2 4HE.

A.G. Newman.

4 Nov. 1971

Sir,

With reference to the November issue of Underground, antipodeans and others may be interested to note that the Commissioner for Railways, New South Wales, once published a 'RAILWAY MAP SYDNEY SUBURBAN AND CITY UNDERGROUND RAILWAY'.

As far as I know, No. 1 1939 was the only issue, and the example I have seen bears a great resemblance to the H.C. Beck L.P.T.B. maps of the period, even including a bullseye on the front with the familiar enlarged U and D.

Yours faithfully,

4, Sudbury Croft,  
Wembley,  
Middlesex, HA0 2QW.

Richard Graham

30 Nov. 1971

Sir,

LT METRIC

I was most interested in the letter from Mr. Badman because I had also observed kilometre markings on the District Line west of Hammersmith but I could not identify the starting point of the calculations. As it is now stated that Upminster is 12 km this explains the markings I have seen, but it does not explain why Upminster is km 12 and not zero. I would also welcome further information.

I may add that km posts have been erected on certain sections of British Railways, for instance on the down side of the line from Kings Cross.

167, Cornwall Road,  
Ruislip, HA4 6AE.

H.V. Borley.

30 November 1971

Sir,

The East London Line

May I refer to Mr. Brown's article in the Journal for December.

In the early years of the East London Railway an extension northeast to join the Great Eastern at Bethnal Green was planned and an Act of Parliament was obtained but the extension was never constructed. The East London was running at a heavy loss and it was almost impossible to raise new capital and the other railways interested were not prepared to risk advancing money to a company facing bankruptcy.

A typographical error has arisen in Mr. Brown's article. The railway was opened to the public on 7 December 1869; the centenary month was therefore December 1969, not March. The Met steam trains ran for the last time on Sunday 2 December 1906; SE&C trains took over from Monday 3 December.

Except for the years when through Metropolitan trains ran the East London Line has always had rather inferior rolling stock. A brief history of the line was given in The Journal in 1970.

167, Cornwall Road,  
Ruislip, HA4 6AE

H.V. Borley.

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NEW INTERCHANGE STAIRWAY AT BANK

Work started in early December 1971 on a £130,000 scheme to ease interchange congestion at Bank station, and the cost is being shared between the Department of the Environment and the Greater London Council.

Ten million passengers a year interchange at Bank station between the Central Line and the City branch of the Northern Line or the District Line at Monument station which has an escalator connection to Bank.

At present only one stairway links the Central Line platforms with the main interchange subway, but the construction of another stairway will enable ascending and descending passengers to use separate stairs, thus reducing peak-hour congestion.

ALDGATE VIA EDGWARE ROAD  
George P. Jasieniecki

Until not so very long ago the general pattern of services on the Underground was fairly predictable from year to year, with definite summer and winter timetables usually changing in May and October. Superimposed on these ordinary services were equally predictable special timetables at Holiday times - but then the holidays themselves were predictable, August Bank Holiday Monday was always the first Monday in August. All this seems to have gone by the board now; new working timetables are issued at any odd time, and not necessarily for more than one line at a time. Indeed, at the time of writing, the main timetables for most lines are over twelve months old, although odd amendments have been introduced in some cases.

One of the traditional features of the special holiday timetable on the District Line was the projection of Putney Bridge - Edgware Road trains to Aldgate via the northern part of the Circle during the afternoon and evening of the Easter, Whitsun and August (as they were called) Bank Holiday Mondays, and sometimes also on the Friday before such a Monday. This facility was withdrawn three or four years ago, but since then there has been a most curious service on Saturday afternoons throughout the year provided by extending certain trains from the Putney Bridge line (some of which started from Wimbledon) beyond Edgware Road to reverse at several of the stations to Aldgate where reversal in service is practiced.

Not the least curious feature of this extension is the fact that it has not been advertised in any of the public timetables issued during the period, neither those in the Underground Guide nor those displayed in poster form at stations. So it is not really surprising that the time has now come for these trains to be quietly withdrawn; the last one is expected to run on Saturday 5 February 1972 (see The Timetable in this issue for details of Society trip by the last train).

The first working timetable to show the Saturday trains to Aldgate was the one that came into force in mid October 1968, the first Saturday being the 19th. Prior to this date, the frequency of the Edgware Road service has been 15 min on Saturday afternoons, but was increased to  $7\frac{1}{2}$  min between approx 14.00 and 18.00 and, in addition, alternate trains were extended to Liverpool Street (8) or Moorgate (1) between about 12.15 and 14.15, and to Aldgate (9) or Liverpool Street (1) from about 17.15 to about 19.15.

Most of these trains were additionally extended to and from Wimbledon.

One consequence of this change was that no extra trains proper were run for football traffic at Stamford Bridge - there had been a contingency timetable for this for some time.

There have been two new timetables on the District Line since then, in February and November 1970, neither of which contained any significant alteration to the Edgware Road service on Saturdays as far as the public is concerned - there were only changes in the depot workings of one or two trains and variations in composition of the stock.

In retrospect it seems odd that such a service should have been introduced at all, but the complete lack of publicity is something which is really puzzling, to this writer at any rate, who hopes that there is a simple explanation, and who can't help wondering whether there are any other examples of 'unknown' workings such as this.

#### NEWS FLASHES

1077 We omitted to record, at the time of the opening of the Brixton Extension, that Morley's Stores in Brixton High Road put on a window display to celebrate the occasion - using official LT notices, name signs and uniforms.

1078 Four tins of poison being carried on a Northern Line train by official LT ratcatchers were stolen between Camden Town and Bank on Monday 18-1-1971. This is rather stale news, crowded out previously by more important items - but worth recording as an interesting variant of crime on the Underground.

1079 Another item which, although not new ought to be recorded; Kentish Town West station was completely destroyed by fire on Sunday 18-5-1971. The North London Line station has been closed.

1080 The latest pocket Diagram of Lines, showing the Victoria Line Brixton Extension has been published. It is dated 1971, as was the previous issue, but the code is 371/1987M/1,000,000.

1081 Hilda, Duchess of Richmond and Gordon, died on Wednesday, 29-12-1971. She was a granddaughter of Thomas Brassey, the great railway contractor of Victorian times.

## LONDON TRANSPORT RAILWAY STAFF CHANGES

Early in October 1971 LT announced a number of changes in personnel and in their designations on the railway side. These mainly affected the Railway Operating Department but included the transfer of the Running Division from the Chief Mechanical Engineer's Department and the renaming of the Divisional Superintendents as Divisional Managers.

Details of the changes are as follows:-

Mr. W.W. Maxwell, Operating Manager (Railways) has been retitled Chief Operating Manager (Railways);

Mr. J. Graeme Bruce, Mechanical Engineer (Running - Railways) in the Chief Mechanical Engineer's Department has become Rolling Stock Engineer, with responsibility to the Chief Operating Manager (Railways) for the day-to-day maintenance of all railway rolling stock and for the operation of the 21 rolling stock depots and the breakdown organisation.

Mr. C.M. Cray, Divisional Superintendent, responsible for the Northern and Victoria Lines, has been appointed Staff Relations Officer.

Mr. H.J. Farquhar, Divisional Superintendent, Metropolitan and Bakerloo Lines, became Divisional Manager for those two Lines, but retired at the end of October and was succeeded by Mr. J.W. MacKinnon, who had been Divisional Superintendent of the Central Line and from early October Divisional Manager for that Line, where he has been succeeded by Mr. D.W.M. Hammond.

Mr. E.A.V. Martin, Divisional Superintendent of the District and Piccadilly Lines has become Divisional Manager, Northern and Victoria Lines, and the new Divisional Manager for the District and Piccadilly Lines is Mr. E.W. West.

Mr. D.W.M. Hammond, before becoming Divisional Manager (Central Line) had previously been Superintendent (Traffic - Railways) a post redesignated Traffic Superintendent (Railways) at the beginning of October.

Mr. C.J. Docwra, Superintendent (Operating Development - Railways) has been designated Development Superintendent (Railway Operating).

HAVE YOU PAID YOUR SUB YET? If not you should not be reading this issue of the Journal. See how much and where to in last month's issue - inset renewal form.

## A SUBSTANTIAL RESHUFFLE OF SOCIETY OFFICERS

At the 1971 AGM Peter Davis announced that it was his intention to resign from the Chairmanship of the Society at the end of the year, and was considering vacating the Editorship also. It seems that this did not accord with the wishes of the rest of the Committee, and as a result of a number of meetings held in the past few months Peter has been prevailed upon to (or bullied into, more truthfully!) remain in office, both as Chairman and Editor, for the time being - but to be relieved of certain work that he has been doing for the past decade.

This has meant a reallocation of work done by other members of the Committee, and a considerable number of changes in offices held. At the December meeting of the Committee, the following changes were approved to take effect from 1st January 1972 nominally - but from a more practical angle, of course, it will take a few weeks for all the jobs involved to be handed over to the new officers - and a complete, revised, list of officers will be published shortly when the changeover has been completed:

John Crowhurst has resigned as Treasurer and from the Committee, but fortunately is continuing with his other duties as Sound Librarian, Curator of Tickets and Assistant Cartographer.

Peter Wirth has been appointed Treasurer, but to enable him to take on the work has had to resign as Secretary, although he continues as Vice-Chairman.

Sam Jones has been elected Secretary, and has, therefore vacated the post of Assistant Secretary which he has held hitherto (as he would find it a little difficult and rather pointless to assist himself!) but he remains Registrar for the time being at least.

Desmond Croome has been co-opted to the Committee to fill the vacancy left by John Crowhurst's resignation, and has been appointed Assistant Secretary - to deal mainly with arrangements for meetings.

At this stage it only remains to thank John Crowhurst for his services as Treasurer - which was a job he never really wanted, and into which he was pushed at a time of crisis - and to express the hope that he will continue to do the sterling work that he has been doing in the past few years in his other offices - jobs which all enhance the value of the Society to its members; and to welcome Desmond Croome to the Committee. Desmond is already very well known both within the Society and without; as co-author with Alan Jackson of "Rails through the Clay" he has produced a definitive historical work on the Underground, and he has served the Society very well already, having been President in 1968/69 - and Vice-President in the previous year - and he acts as Indexer for this Journal; it is hoped that he will enjoy serving the Society as a Committee member and as an Officer.

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#### NOTICE OF ANNUAL GENERAL MEETING

The formal notice will appear next month, but members are advised that the AGM will take place at the Museum of British Transport, Clapham, London S.W.4. on Saturday 25th March 1972 at 14.30. Nominations for Committee service, and any proposals for amendments to Society Rules should be submitted to the Secretary, S.E. Jones, 113, Wandle Road, Morden, Surrey to reach him by 15th February 1972. Bob Greenaway, George Jasieniecki and Sam Jones retire from the Committee by rotation, but are all eligible for re-election, while Desmond Croome as a co-opted member retires and is also eligible for re-election.

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#### DEFROSTING AND REBUILDING AT BLACKFRIARS

A joint scheme of the British Railway Property Board and King's College Hospital Board for a new development at Blackfriars will involve rebuilding the station and incorporates an adjoining site, now vacant, which was occupied in the 15th century by the London House of the Provost of King's College, Cambridge. New entrances to the Underground will be provided, and a new high-level concourse to the BR station reached by escalators and high-level walkways.

Beneath the station is the first public cold store to be opened in the country; this was closed on 31st December 1970 as it was uneconomic; there are 14 chambers beneath the station and 21 under the King's land, and over a year has been taken to defreeze them a chamber at a time. Had it been done any quicker, the station above would have collapsed, the ground being frozen to a depth of 30 ft in places.

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## THE TIMETABLE

18.00 Saturday 5th February Last District Line train to Aldgate. Meet at Wimbledon at 18.00 sharp for the last through train to Aldgate (dep 18.05 $\frac{1}{2}$ , Putney Bridge 18.14 $\frac{1}{2}$ , Earl's Court 18.21 $\frac{1}{2}$ , Edgware Road 18.34) arr 18.51 $\frac{1}{2}$ . There will then be time to return to Moorgate and travel by the last train of all from the District which only goes as far as Liverpool Street, arriving 19.19 $\frac{1}{2}$  after leaving Wimbledon at 18.35 $\frac{1}{2}$  and running generally 30 min after the train above.

19.00 for 19.15 Friday 11th February at Hammersmith Town Hall. Our own Chairman, Peter Davis - who is also Director of the Transport Trust - will be speaking on "The Transport Trust; what it is and what it does". As the Society is proposing to enter the preservation field in a much bigger way than hitherto, with the Q Stock Preservation Scheme, it is not a bad idea to have a look at transport preservation generally.

Saturday 19th February Visit to Upminster Depot. Names to S.E. Jones, 113, Wandle Road, Morden, Surrey, accompanied by a first class stamped addressed envelope as soon as possible.

15.00 Saturday 4th March Stand at the London Anniversary Film Show and Exhibition of The 'O' Gauge Tram Group. This is being held at the Abbey Community Centre, 29, Marsham Street, Westminster, London, S.W.1. The Exhibition opens at 15.00 and the Film Show commences at 18.00 and will specially feature London's Trams and Trolleybuses, with prewar scenes in colour; full supporting programme of home and overseas transport items. Refreshments will be available, and the price of admission is 20p for adults and 10p for children.

19.00 for 19.15 Friday 10th March at Hammersmith Town Hall; Sir Harold Harding, B.Sc., F.C.G.I., D.I.C., F.I.C.E., will be speaking on his tunnelling experiences on London Transport and elsewhere. Sir Harold is Chairman of the British Tunnelling Society, and probably the most experienced tunnelling engineer in the country. A very interesting evening is promised, as members will realise.

## THE TAIL LAMP

Noted on the Waterloo and City during 1971; a ticket machine dispensing 5p tickets and bearing the admonitory notice DO NOT USE MORE THAN TEN COINS.

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