

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## ANOTHER FLEET LINE CONTRACT LET

London Transport announced on the 8th of March that the second tunnelling contract for the Fleet Line had been let to A. Waddington and Son Limited.

Worth about £2½m, it is for the civil engineering work of driving and lining approximately one-and-a-half miles of twin tunnels between Admiralty Arch and a point just south of Bond Street station, and it also includes the Fleet Line platform tunnels at Green Park, together with two ventilation shafts.

Construction of the Bond Street-Admiralty Arch section is expected to take about two-and-a-half years to complete, and will be carried out from the working site in Green Park which was used for the driving of the Victoria Line tunnels between Oxford Circus and Victoria.

The first tunnelling contract, covering the Admiralty Arch-Strand section of the Fleet Line, was let to Kinneir Moodie and Company Limited recently, and was reported in our last issue (p.35); it is expected that the contracts for the Bond Street-Baker Street tunnels, together with those for the work at the four stations on the line's first section will be placed in the near future.

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## CAVE-IN ON PICCADILLY LINE EXTENSION

Two construction workers were trapped on Thursday 24th February when excavating a passenger subway for the Piccadilly Line extension to Heathrow under the Great South West Road. The contractors were working for the Post Office shifting cables, and it is thought that the explosion which caused the cave-in was due to gas, and this has been confirmed by North Thames Gas Board

spokesmen. The precise source of the trouble is under investigation, but it is thought that it may have been a four-inch main crossing the road near the excavations which had fractured.

When the explosion took place there was no indication where the men working below were, and the road at that point is about a hundred yards across. However, police rescue workers, using pneumatic drills, a mechanical scoop and hand tools were lucky; by chance they opened up the tunnel just at the point where the men were buried, although it took more than an hour to break through. Both men were found unconscious and were taken to Ashford Hospital, together with a rescuer who was overcome by fumes while trying to reach the trapped men. The tunnel will now be turned into an open trench for completion of its construction, which will mean closure of sections of the road.

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#### BILKERS ARE TOPS - SECOND INSTALMENT

Even before our March Editorial "Bilkers are Tops" (p.33) was published - on the 29th February to be precise - London Transport issued a very carefully worded press statement, which announced complete victory for the protect-the-twisters faction. As a matter of general interest, this release is printed here, just as received.

#### 'Penalty Payments on the Underground London Transport Statement

'London Transport announced today that, following useful and constructive talks with London M.P.s, it will be seeking leave of the House of Commons to withdraw the clause in the Bill now before Parliament dealing with penalty payments by passengers "knowingly and wilfully" travelling without tickets on the Underground. London Transport proposes to reconsider the present form of the clause in the light of all the views expressed.

'A London Transport spokesman said today: "Since the Bill was presented, we have had discussions with Conservative and Labour M.P.s representing London Constituencies. These discussions have shown that, in spite of very widespread support for the Executive's objective of saving the substantial sum now lost each

year through fare evasion on the Underground (a loss which can be made good only from fares), there are misgivings over the precise form of the present proposal which call for further study. Accordingly, leave is being sought of Parliament to withdraw this clause at the Committee stage so that there can be a reappraisal of the issues raised by M.P.'s before the matter is again brought before Parliament at some future date.

'Meanwhile, London Transport will continue to press ahead with its plans to improve ticket issuing facilities at Underground stations, with the aim of ensuring as far as possible that all passengers can reasonably be expected to obtain a ticket or authority to travel before starting their journey. These plans include the installation of more entry gates, stricter ticket inspection at stations and the installation of special machines and other facilities for the issue of an authority to travel should the booking office or the normal ticket machines be out of operation.'

As we said last month, it is essential that proper provision should be made for passengers to get tickets at all times before any instant penalty provisions could take effect. This should have been written into the Bill and if M.P.s were not satisfied with the relevant clauses as set out they should obviously have been amended during the Bill's passage through Parliament. That LT should have been forced to withdraw the clause entirely is regrettable in the extreme. But perhaps, on reflection, this is just one other sign of the rather curious attitude to life which has become prevalent in the country during the last 20 years or so - an attitude which may perhaps be summed up as "always worry yourself silly about the guilty, never give a thought to the innocent", Two other manifestations of this attitude have been prominently in the news recently - Timothy in Turkey on a drugs charge, and the Jones girl in England who took a baby from its pram.

However, be that as it may, LT have undoubtedly tightened up on ticket inspection in the last few weeks. Much more trouble seems to be taken to examine tickets at entrance gates now - though these are sometimes still unmanned - there have been a number of spot checks during recent morning rush hours at Holborn (these have taken place at different points in the station which have caught interchange passengers as well as those starting or ending their journeys there), and there are apparently far more travelling inspectors on the trains.

## MORE UNDERGROUND FARE RISES

Fares for through journeys between London Transport and British Railways stations, which remained unchanged at the time LT fares generally were increased in January, were put up from Sunday 26th March 1972, when increases in British Rail fares came into force. Where applicable, they reflect the Underground fare increase of January and the new British Rail rates.

Some other Underground fares which remained unchanged in January have also been increased.

In the case of season tickets, the overall increases will mainly be between five and eight per cent; increases for the ordinary tickets vary according to the length of the journey.

The withdrawal - already announced - of half-rate season tickets on the Underground for scholars aged 14-17 also took place from March 26. This was postponed from January to avoid anomalies which would have occurred in the case of through London Transport-British Rail season tickets.

London Transport has adopted the new British Rail practice of restricting the period for which a season ticket can be issued at the current fare level. New or renewed season tickets bought before March 26 for journeys affected by the new rates were issued only for one month at the then current prices. If the ticket was for more than one month, the rest of the charge now reflects the new rate. In view of the volume of travel between the two systems, it would lead to complications if this restriction did not apply to both.

While the attitude of LT is not difficult to understand, the effect is still the same for the fare-paying passenger - he will pay more (and probably get less), but this is now the general pattern to be seen in the behaviour of nationalised (monopoly) corporations. This pattern can be stated as, in all financial changes, everything must be twisted in favour of the monopoly and against the consumer. The reason for such manipulation is not far to seek, for it stems from the obligation of these corporations (LT among them) to run at a profit, and their resultant desire to maximise revenue, which they can do in a manner not open to the ordinary business. But the continuous bias against the customer/passenger does not make for good public relations, and it would not do any harm to make the occasional concession, just to show that the monopoly position was not being abused.

## THE POWER SHORTAGE AND THE UNDERGROUND

The power cuts caused by shortage of coal consequent upon the miners' strike did not affect London Transport anywhere near as much as they did British Rail. LTT, having its own power supply to most of the system, could have managed to maintain full services over the central sections of its lines, their power stations being oil-fired, but as some of the outer sections draw their power from the national grid it was decided that any cuts necessary should apply to LTT railways as a whole, not just to those parts that could not avoid them.

In the event, these were not too serious; with effect from Monday 21st February 1972, a new timetable was introduced, which effectively reduced the service by about fifteen per cent. LTT, somewhat optimistically, said that central area passengers would hardly notice the difference. Actually, during the rush hours, and on certain lines in the central area, overcrowding was acute which at least compensated in no uncertain manner for the fact that trains were unheated during the crisis as a fuel economy measure. However, it did not last long; two weeks saw the end of the restrictions, as normal services were resumed from Monday 6th March.

Incidentally, the emergency timetables used during these two weeks were not, in fact, new ones at all - at least, not on some lines. Both the Metropolitan and District tables were dated to some time early in 1971, and had probably been prepared as standbys either to cover anticipated staff shortages or in readiness for just such a crisis as did arise, for it must be remembered that there was some shortage of fuel during the winter of 1970/71.

To end on a light note, (no pun intended!) it should be placed on record that the Underground has now found a new use - at least for one man. Composer Geoffrey Grey, caught in mid-composition by a three-hour cut at his Holland Park flat, took his music paper down to the Circle Line and travelled round for a couple of hours, completing his current opus in the process!

### LETTERS TO THE EDITOR

16-02-72

Dear Sir,

We hear a lot about the trouble with wrong way round trains on the Northern Line, due to the Kensington Loop. Surely a way

round this is to extend to Camberwell Green and Peckham Rye and do away with the Loop; this would provide a very useful facility and get rid of the Northern Line problem.

Of course, if and when the Bakerloo is extended this would make Camberwell Green a useful interchange station.

Yours faithfully,

Flat 4, 6 Highfield Hill,  
London, SE19 3PS.

E. Picketts.

20th February 1972

Dear Sir,

On arrival at the Bakerloo Southbound Platform at Oxford Circus this afternoon I smelt smoke. Thinking not much of it I boarded Train No. 161 for Elephant and Castle, which was already standing in the station. After only a few seconds, the train's whistle sounded and the Guard and Driver walked along the platform calling "All Change!"

Following the Driver back towards the front of his train I could see dense fumes filling the station tunnel. Smoke was pouring from underneath car number 12082 ('D' end non-driving motor). The Driver and Guard began to look for the fault by pulling up transverse seat squabs near the first set of double doors. Nothing was found here so they pulled up a hatch in the floor, being closely watched by a number of passengers who had been in the train. Immediately the Driver, Guard and two stationmen, who arrived on the scene later, stood back as smoke belched up through the floor. The hatch was quickly replaced and the Driver started closing the doors by means of the plungers located between the cars. Fire buckets which had been brought along were returned unused. One of the stationmen got on to the Line Controller to arrange for a road to London Road Depot and the Driver prepared to take his train out empty.

At 16.25, two and a half minutes after arrival, the train set off together with the offending 'Non Smoker'! The following train pulled in almost immediately and I boarded it. This train crawled along behind 161 and at Waterloo stood for 90 seconds waiting for a clear signal. At Elephant and Castle there was again a smell of smoke and standing at Platform 2 was Train 161. On board was the car inspector with the Stationmaster, as well as The Driver and Guard and other Stationmen. At 16.51 the lights

in the train were turned off and at 16.51½ the train headed Northbound for Neasdon Depot.

I hope this will be of interest.

Yours faithfully,

167, Albany Road,  
Camberwell, London, SE5 OBF.

T.A. Haynes

1 March 1972

Sir,

The Metropolitan and Saint John's Wood Railway

With reference to page 18 of The Journal for February. When this line was opened in 1868 it was at first worked by train staff and ticket. There were three sections, viz:-

Baker Street to Saint John's Wood Road: Round staff with Red band.

St. John's Wood Road to Marlborough Road: Square with blue band.

Marlborough Road to Swiss Cottage: Triangular with yellow band.

The tickets were the same colours.

This arrangement does not appear to have lasted very long but the actual date of change to working by pilotman has not been traced.

When the line was extended to West Hampstead in 1879 the section from Swiss Cottage to West Hampstead was for a while worked as a single line; it is believed by a pilotman wearing a yellow shoulder belt.

167, Cornwall Road,  
Ruislip, HA4 6AED

H.V. Borley

1.3.1972

Sir,

Regional History of Railways Vol. 3  
Greater London H.P. White

I refer to the paragraph relating to the opening of Copenhagen Goods Tunnel on page 158.



The "flying junction" or viaduct from the up lines at Holloway to the new tunnel, then under construction, was opened in March 1876 and was available for the transport of bricks and other material to be used in the work and to remove surplus soil.

167, Cornwall Road,  
Ruislip, HA4 6AE.

H.V. Borley

2 March 1972

Dear Peter,

I had no idea that you were going to publish my note about Edgware Road and Tower of London (March issue), and think it needs to be expanded.

Two spellings of Edgware (Middlesex) were in use concurrently (the other was Edgeware) from the sixteenth century to about a hundred years ago, the version with 'e' in the middle lasting somewhat longer when applied to the Roman road from Marble Arch. It seems that the Metropolitan Railway was consistently inconsistent in the way it spelled the name of its station in Chapel Street (Edgware Road) on publicity, until as recently as fifty years ago. The classic example is the well known poster of the first Underground timetable of January 1863, where the name appears four times, spelt twice with and twice without the 'e' in the middle.

Whilst it has no Underground connection, it may be useful to record that a curious revival of the alternative spelling (with the extra 'e') appeared two or three years ago on some northbound Green Line coach stops served by routes 706 and 708. The 4" square metal plates showing the route number, on bus stops, often also show two or three places served on Green Line - those referred to here were last altered when route 707 was withdrawn early in 1969, and the 'Edgeware' is no doubt a signwriter's error rather than a conscious use of an alternative spelling.

The other station, Tower of London, is sometimes referred to as "The Tower", and it is still not clear which form was the official one, if, indeed, one was favoured more than the other.

With reference to Newsflash 1091 (q.v.), it all depends on what you mean by 'ordinary platform' and 'left usable'. When



the Society visited the Aldwych branch some time ago, the unused ('southbound') platform at Aldwych still had early GNPBR track and conductor rails in situ, and, although rather dusty, the platform itself was in good repair. There is no reason to suspect that it has been altered since (though with the impending Fleet Line . . .). Two examples of this sort of thing have disappeared recently; the District bay platform at South Kensington had a track and was electrified until about two years ago, although it is thought not to have been used by passenger trains since 1906 or so, and the southbound platform at Shoreditch. I suppose closed stations don't count. Platform 4 at Wimbledon does not often have a District train in service in it, although one does regularly stable there.

Yours sincerely,

West Brompton,  
London, S.W.10.

G. Jasieniecki

4th March 1972

Dear Mr. Davis,

In NF 1071 you mention cross-London LT tickets issued at certain Southern Region stations and I have such a ticket, issued at Gatwick Airport, in my collection. However, one afternoon in September 1966, my son and I were in the booking hall at Ipswich, Eastern Region. As the booking office is of modern, glass-fronted construction we could see all that was going on inside. Every passenger booking to London was asked by the clerk if a ticket for an Underground journey across London was required and quite a number were sold. The tickets were issued from a machine of the type then in common use on Green Line coaches. The operation was not easy as the machine was not fixed to the counter and the clerk required both hands to operate it. I deeply regret that I did not try to purchase a ticket as I have never seen one had have no idea of the wording on them (When I tell you that we had left my wife sitting in a deckchair at Harwich while we went round the corner to look at the Train Ferry, you will appreciate than my mind was not fully concentrating on LT tickets!)

Your sincerely,

'Badgers',  
Yorkley Wood, Lydney,  
Glos. GL15 4TY.

R.P.S. Bevin

## REVIEWS

Books

John R. Day; The Story of the Victoria Line; second revised edition; 130 + vi pp 6 $\frac{3}{4}$ " x 4" + 16 pp illustrations, with 5 pp plans and diagrams in the text; illustrated card covers; London; 1972; London Transport Board; 40p.

One of the best-known of modern books on an Underground subject, by an author very well known to the Society and the general public, this new edition is right up-to-date, and includes relevant information, not only on the original Victoria Line, but on the Brixton extension as well as preliminary news on future lines. The book as such needs no recommendation; all that is necessary is to advise those who have one or more of the earlier editions that they will find this one even more valuable.

Pamphlets

C.R. Clinker & J.M. Firth; Supplement to Clinker's Register of Closed Passenger Stations and Goods Depots in England and Wales 1830-1970; No. 1 - February 1972; 16 pp 11 $\frac{1}{2}$ " x 8 $\frac{1}{4}$ " duplicated; Padstow, February 1972; available on subscription only; 85p

This first supplement brings the Register's New Edition (published last year) up to 31st December 1971, and the authors are to be congratulated on its prompt publication. Also included are a number of amendments to the main volume.

The Illustrated Omnibus Guide, containing Engravings of the Metropolitan Omnibuses with an Original Distance Map of London for Ascertaining Cab Fares for Foreigners and Country Visitors with a Complete Guide to London, No. 1 - May 1851; originally published by Simpkin and Co. and W.H. Smith and Son; republished for Railwayana Limited by Oxford Publishing Co.; Oxford, 1971; 48 pp in paper covers; with folding map; 60p.

As will have been gathered from the fairly explanatory title (!), this reprint has an especial interest for our readers, and it is most unlikely that they will be disappointed. In 1851, the year of the Great Exhibition, London was being prepared for the Underground, by Charles Pearson and others, and to have this guide to the bus services then operating is an invaluable aid to the study of the background against which the pioneers planned their railway. And it is much more than a timetable, giving details of the services, their routes, distances, fares and a

woodcut of each bus, so that the users of the guide could recognise their particular vehicle. It was an inspiration to republish this very interesting relic of the past, and the publishers are to be congratulated - especially as the reproduction is very good. Our readers will, no doubt, hope for further, similar, reissues - perhaps of the Underground's early services. The folding map in the present volume shows the railways then in existence, and many of the bus routes listed served, or passed close to, stations.

### Poster Exhibition

London Transport Posters; All Hallows Art Centre, London Wall, London, E.C.2; December 1971.

A representative collection of LT posters, about two dozen in number, made up this exhibition, and they ranged in time from 1960 (Spring in the Parks, by Harry Stevens) to several exhibits, by Barbara Pollock, Peter Robinson and Michael Carlo of 1971 vintage. All of them interesting, and showing that LT is maintaining the high standard which was set by Frank Pick many years ago, some of the best were those by John Finnis - one of the finest of contemporary artists working in this field.

### Television

Several tv programmes over the past months have been of interest to Underground enthusiasts, but have not been noted in these columns.

At 18.00 on Friday 5th November, Eamonn Andrews devoted his "Today" programme to London Transport, and a lively discussion resulted - the audience showing considerable dissatisfaction with the present situation. This is an ITV programme, of course, but two days later, on 7th November, BBC 2 produced a much more important programme in its "The World About Us" series. This was devoted to an Under London Expedition led by Sir Ranulph Twisleton-Wykeham-Fiennes, with Liz Fraser and Douglas Botting. Very effectively presented, the subject was taken at its widest interpretation, so that the Underground only played a fairly small part - but this in no way detracted from the overall interest, which managed to teach most people, even our readers, something about the London beneath our feet.

And then, on Friday 3rd January 1972, BBC 2 once again provided the interest. "Horizon" on that night was devoted to "The Missing Link" - the Channel Tunnel, but provided an absorbing

exposition of present-day tunnelling techniques, from all over the world and including the Underground. It also included an interview with Sir Harold Harding, who gave such an interesting, authoritative and amusing talk to the Society at its March meeting at Hammersmith. Sir Harold's contribution to "The Missing Link" was equally entertaining and important.

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#### NEWS FLASHES

1095 The District/Circle Line platforms at Victoria are to be modernised by the construction of false ceilings, installation of wall tiling and new train destination indicators.

1096 The British Railways Board are constructing a new single-storey concourse at Kings Cross terminus. This will have a glazed frontage and an overhanging awning along the length of a bus layby, across the Underground booking hall entrance and alongside the cabroad out of Pancras Road. The new concourse will include booking and enquiry offices as well as other passenger facilities and a row of shops. It will not obstruct the view of Lewis Cubitt's yellow brick facade to the original station, built in 1852, but it will see the end of the appalling conglomeration of old and semi-derelict buildings which have defiled the site for so many years - a process begun when construction of Lf's Victoria Line took place a few years ago.

1097 British Rail and the London Borough Councils involved are conducting a joint analysis of planning and environmental factors involved in the siting of the projected London terminal of the Channel Tunnel rail link at White City, on the West London Line north of Kensington (Olympia). The site is an attractive one because there is plenty of room for a new station, and for sidings, while there are direct connections to Southern, Western and London Midland Regions of British Rail. It is close to Lf's Central and Metropolitan (Hammersmith & City) Lines, and most of the land required is already in railway ownership.

1098 A correspondent to The Times complained about Lf using platforms as dumps. He refers to Camden Town, and says that he can hardly remember any time within the 15 years he has used the station when it has not been cluttered up by Lf themselves. He thinks it is useless to ask the public not to drop litter when Lf show so little regard for appearances.

1099 Paris Metro are abolishing their ticket-punchers as new automatic ticket punching machines are brought into use. There are about 2500 of these ladies, and their abolition will save RATP about Frs 250m (£20m) per annum.

1100 In addition to the permanent exhibition at Louvre station, the Metro has another art show on its platforms at present; this is at St. Augustin, and consists of works by fourteen contemporary sculptors and painters.

1101 Councillors of the London Borough of Havering are severely critical of London Transport because of the exorbitant rent the Executive is demanding for land wanted by the Council to provide a car park at Cranham. The land is at the side of Upminster Depot, and has been unused since the depot opened. LTT want £900 a year for it; the Council estimate its worth at £15 p.a., and point out that the introduction of one-man buses has cost the council a lot in providing laybys for LTT, so would appreciate a bit of commonsense from LTT to make things a little less one-sided.

1102 In a press interview in February, Mr. W.W. Maxwell, Chief Operating Manager, Railways, has said that LTT have just completed an exercise to see how much it would cost to bring standards on the whole of the Underground up to the standard of the Victoria Line, and have worked out a plan which would cost £300m over the next 10-15 years.

1103 Work has begun on the reconstruction of the Bollo Lane bridge carrying the westbound District and Piccadilly Lines' trains over the road. The new bridge will be 73 feet long and is being built so that it matches the newer eastbound bridge and so enables the London Borough of Ealing to widen Bollo Lane where it runs beneath the railway. Consequently, the Council will pay that part of the cost of renewal which relates to the lengthening of the bridge.

1104 Since October 1971 an experiment has been conducted by LTT on bus routes E1, E2 and E3 - all in the Ealing area - with prepaid tickets. Known as Multi-Ride tickets, these sell at nine tickets for 30p, a saving of 6p for the same number of journeys when individual tickets are bought. It will be interesting to see if LTT will now attempt to adapt the system to the Underground - which will not be so easy but is not by any means impossible.

1105 Eleven railway operating personnel of LTT have recently been awarded Royal Humane Society testimonials for going to the assistance of passengers on electrified tracks beneath trains between July 1970 and March 1971.

## THE EPPING-ONGAR LINE

Report (No. 2) of the Policy and Resources Committee of the Greater London Council, dated 26th January 1972 and presented to the full Council at its meeting on 22nd February 1972 reports that although not required to do so (as the line is wholly outside Greater London) the Secretary of State had asked for the Council's views on the proposed closure of the Epping-Ongar section of the Central Line. It is stated that the Transport Users' Consultative Committee had received 640 written objections to the closure, and that London Transport informed the Public Enquiry that the net loss on the line was £100,000 a year. The report continues:

"While not disputing that the proposal is likely to cause hardship we have to take account of the information supplied by the Executive that the operation of the line involves a net loss of £100,000 a year. We agree with the Executive that it is quite unreasonable that London Transport should continue to accept this loss which places an unfair burden on the rest of the Executive's operations. To make the line self-supporting would require an increase in fares to a totally unacceptable level". The recommendation of the Committee was as follows:-

"That the Secretary of State for the Environment be informed that the Council's view is that, on economic grounds, there is no justification for the continued operation of the Epping-Ongar section of the Central Line; but that, since closure of the line would mean some hardship to travellers, he should consider using the powers available to him under the Transport (London) Act 1969 and of inviting the Essex County Council to use powers available under the Local Government Act 1948 to provide the necessary financial support for the Line's continued operation."

This recommendation was adopted, but only after a division when an amendment proposing a tripartite arrangement between the Department of the Environment, the Essex County Council and the GLC to subsidise the line was lost.

So once again the Greater London Council has shown itself to be totally unhelpful in connection with railway services, being far too committed to aiding the road faction and building motorways at hundreds of times the cost of keeping railways open - and thus giving people less excuse for using their cars. It is an attitude which should be wholeheartedly condemned for the damage it is doing to London.

## SOCIETY NOTICES

London Transport Visits

London Transport have informed the Society that as a result of staff difficulties it has become necessary to curtail the number of weekend visits that can be accepted.

This is unfortunate as we know from past experience that members generally find visits fixed between Monday and Friday less easy to attend than those arranged for the weekend.

Nevertheless, it would clearly not be in the best interests of members to reduce or cancel visits for this reason, and therefore the present programme is being rearranged, commencing with the postponed visit to Upminster Depot.

Where it is possible to do so, arrangements will be made for the weekend, but if facilities are only available during the week the visit will be fixed accordingly, with as much notice as possible being given in order to minimise any inconvenience.

Journal

For the first time in more than ten years, the Editor is finding a shortage of longer articles becoming apparent. There is still plenty of material, and no difficulty is found in finding sufficient copy each month, but the number of manuscripts long enough for serialising, and possible publication as pamphlets after appearing in the Journal, is not only dwindling; it is, at present non-existent. Any new writers who can contribute the longer type of work are asked to get in touch with the Editor at 62, Billet Lane, Hornchurch, Essex, RM11 1XA. And, of course, the same type of manuscript from present contributors will be equally acceptable. The standard of the Journal must be improved in its second decade, and this appeal is intended to draw readers' attention to present requirements to attain this end.

Society Ties

The Society tie is now out of stock; one or two requests have been received recently for ties - but these have not been sufficient to justify placing another order. If any members would like a tie but have not yet made their wishes known, would they please write to the Editor at the address above.



## THE TIMETABLE

Friday 14th April at 19.00 for 19.15 at Hammersmith Town Hall a London Transport Film Show. It is regretted that the full programme is not available at the time of going to press, but an excellent programme is promised which will include the latest Victoria Line film. These shows have always been a great success in the past, and this one promises to be well up to standard.

Wednesday 19th April Visit to Acton Works, London Transport. Names should be sent as soon as possible to S.E. Jones, 113 Wandle Road, Morden, Surrey - accompanied by a first class stamped addressed envelope.

Friday 12th May at 19.00 for 19.15 at Hammersmith Town Hall; a Talk by M.W. Heaton - Design Engineer in the Department of the Chief Signal Engineer, London Transport. Mr. Heaton's subject will, of course, be LT Signalling.

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## THE TAIL LAMP

. . . In the rush hour on Moscow's Metro, people don't just elbow their way in and then stand carefully avoiding each other's eyes (our method): instead they put their arms around total strangers and shove with nonchalant familiarity as if everyone were their cousin at least.

- part of an article in The Guardian  
20th January 1971

An underground love-in? - o -

Sign under indicator at Acton Town eastbound platform seen some time ago:

On Sundays, trains stop at Turnham Green all day

We know that travel in towns is getting slower, but this is ridiculous.

- o -

Two men in a Victoria Line train. One notices an advertisement for the LT publication 'The Story of the Victoria Line', and then says to his companion - "Do you know they started building this line before the war."

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