UNDERGROUND

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THE NORTH LONDON LINE AND THE UNDERGROUND

The usefulness of the North London Line to the traveller has been poorly publicised over the years, although British Rail have at odd times attempted to do a public relations job on it - without much noticeable success. Threatened with closure on and off for a long time, allowed to degenerate to a deplorably low standard in both stations and rolling stock, one thing above all would have helped to boost traffic - inclusion on the LT Underground route diagram. Although not an LT line, the service it offers is one which is of great utility to the short-distance traveller round north London, and it acts as something in the nature of an Outer Circle - and it must not be forgotten that the old line of that name did, in fact, use much of the North London route.

London Transport has always resisted pressure to include the line on its diagrams, as it has resisted the suggestion that the Executive should take over the service from BR. The view taken by LT has been that the line has no better claim to be included on their diagrams than any other BR line in the London area, and this view was expressed once again in a letter to the Times from the Managing Director (Railways) published in early November 1972.

In our opinion, London Transport are wrong. The North London Line is as useful an adjunct to the LT Underground system as the Waterloo and City Line, and the latter has been shown on the route diagram for very many years. Also, it must not be forgotten that the West London Line from Willesden Junction used to be shown by LT up to the time it was closed to passenger services.

Recently, however, there have been two developments which can be described as moves in the right direction.

Michael Ellman, Chairman of Hackney Citizens' Rights, has long held the same views as those expressed on the previous page, and has now done something about it. With the help of volunteers from his organisation, the North London Line has been added to the Underground route diagram on display at a number of stations in North London. The method used has been to stick on the existing maps transparent adhesive plastic strips showing the North London Line as a dark green band without obscuring any of the existing detail. This move has attracted a lot of attention from the Press and from Television, and deserves great praise for the initiative shown. It is a pity that the authorities responsible could not have shown the same enthusiasm a long time ago.

Then, London Transport has announced that it is about to produce a new diagrammatic map showing all railway lines, both London Transport and British Rail, in the London area. This map is to be produced in both poster and pocket size, and is to be distributed in addition to the Underground map. This will go some way to meeting criticism, and will be very useful, but it will not do the same for the North London Line as would its addition to the Underground map, because the NL will be just one of many BR lines, and its peculiar usefulness as an auxiliary to the LT system will tend to get submerged. But it is a move in the right direction, and will tend to counteract LT's isolationist tendencies.

NEWS FLASHES

1181 1938 Tube Stock unit 10218-012304-12422-11218 left Acton Works for the Northern Line on 1-11-1972 after heavy overhaul during which it received a coat of a lighter (more orange) shade of red paint than normal. It is thought that the colour is LT's standard "bus-red".

1182 C69 trailer car number 6527 has recently been fitted with louvres in the ventilation slots over the side windows. This is in an attempt to improve ventilation.

1183 Two tube sleet locomotives, ESL 100 and ESL 112, have been modified to clean running rails as well as de-ice conductor rails. Both have been fitted with additional brushes, and ESL 100 also has equipment for spraying the running rails. The locomotives are being used to keep the running rails free of leaves and other dirt which decreases adhesion, particularly during the autumn. One or other of the locomotives runs twice a day, seven days a week in

the following paths:

		Monday-Saturday			Sunday	
Neasden Depot		10.39	19.39		10.32	19.32
Harrow		10.52	19.52		10.45	19.45
Moor Park (main)		11.13	20.13		11.06	20.06
Amersham arr.	Pl 1	11.43	20.43	Pl 2	11.36	20.36
dep.		11.47	20.47	Pl 3	11.49	20.49
Watford arr.		12.18	21.18		12.20	21.20
dep.		12.22	21.22		12.37	21.37
Harrow		12.52	21.52		13.07	22.07
Neasden Depot		13.05	22.05		13.20	22.20

These timings are, in practice, only approximate, and the workings may have ceased by the time this appears in print.

1184 1972 Mk 1 tube stock train 3517-4517-3417-3317-4317-4217-3217 was transferred from Ruislip to Golders Green on 2-11-1972.

1185 The articulated unit 10011-11011 has been repainted in Maroon livery and renumbered L14A-L14B.

1186 Four Q 38 motor cars have been retained as surface stock pilot motor cars. The cars concerned are 4416, 4417, 4418 and 4419, and they have been renumbered L126, L127, L128 and L129 respectively, although they retain the normal red passenger stock livery. On 10-10-1972, L127 ran through the sand drag and buffers at the bottom of the gradient at the Acton exit from Ealing Common Depot. The occurrence was during the morning, but L127 was not removed until about 18.00. This was presumably to enable the evening peak service trains to leave the depot in the normal way, as L127 was clear of all running lines.

1187 It is believed that Q38 cars 4409 and 4420 are still in use at Ruislip Depot as surface stock pilots in and around the depot.

1188 So far there have been three issues of the Underground Diagram of Lines and Station Index during 1972. As there have been some changes made in the cover designs and other details, it is hoped to publish an article giving full details in a future issue of the Journal.

1189 Closure of the Watford-Croxley Green branch of the London Midland Region of BR has been refused by the Secretary of State for the Environment. The line is worked Monday to Friday only in rush hours by a shuttle serving Watford Junction, Watford High Street, Watford West and Croxley Green.

THE NEW NORTHERN LINE TIMETABLE

Report of a public meeting held at Victoria Hall, Victoria Avenue, Finchley, London, N3 on Thursday 12 October 1972, chaired by Mr. Watkins of the London Transport Passengers Committee.

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After welcoming people to the meeting Mr. Watkins opened the proceedings by giving a brief account of the organisations from which the LTPC committee was drawn. He then went on to detail some of the work they had done in the Borough of Barnet.

The LTPC has opposed the closing of the Wentworth Avenue entrance to West Finchley Station. When London Transport were approached on the subject they provided the following information: a count of the passengers using the entrance between 07.30 and 19.00 on a working day showed that only 130 people used this entrance. Of these 106 used it between 07.30 and 09.30. The cost of manning the barrier all day would be £3,000 or £1,600 if the barrier was manned in morning peaks only. It was felt that this expenditure is not justified considering the small number of passengers using the entrance.

He then went on to look at possible building developments at the thirteen stationsin the borough. Provision of offices, flats and office accommodation over stations would increase revenue and also help to balance traffic flow at peak periods. Plans exist for development of Finchley Central, East Finchley, Golders Green and Edgware. The High Barnet scheme was dropped because of the effect it would have on Chipping Barnet High Street.

The report then turned to buses and bus lanes. Twelve of the latter already existed in London with plans for a further twenty-four in the next nine months. They do give quite a saving in time and motorists do, on the whole, observe them. OMO buses do cause some delays, because of the need to collect all the fares before pulling away from stops.

The next bus item concerned the introduction of minibuses. Of the four routes operating or planned out of a list of 13 put forward, the one from Cricklewood to Archway (from 28 Oct) would cut right across the borough. One of those already operating, from Enfield to Southgate serving Highlands Hospital, was proving quite successful. Regrettably the route from East Finchley through Hampstead Garden Suburb to Golders Green was not on the list of four.

Having completed the report of LTPC's work in the area, the chairman introduced Mr. Charles Cope of London Transport and invited him to talk about the new timetable for the Northern Line.

Mr. Charles Cope - Assistant Operating Manager (Railways) L.T.

After saying that this was the first of this type of meeting he had attended at the request of the LPAC Chairman, Mr. Cope outlined the form that his talk would take, viz to illustrate some of the operating difficulties of a rapid transport system first, and then try to explain the logic behind the proposed changes in the timetable. "If I just told you about the changes we are making, I would be talking for about twenty minutes and then your questions would take up the next two hours".

The Northern Line carries 2½ million passengers every day. 80 to 90 thousand per week are carried on the Barnet branch alone. The line was built in eleven stages, the first being opened in 1890 and the last in 1941. The line has even had its closures, these being City Road station* which was opened in 1901 and closed in 1924 due to lack of traffic, and South Kentish Town station* also closed in 1924 for the same reason, having been opened in 1907.

We have often been referred to, by press and others, as the "Faceless Beaurocrats at 55 Broadway". Is this description really justified? My colleague Mr. Marting, who is here in the audience, started at Edgware 36-38 years ago and has been through many of the grades. I myself started at Camden Town in 1933. I moved to Golders Green and then to Edgware where I was when war broke out. When I returned from the war in 1946 I worked at Kennington. In my time I have worked in every signal cabin on the line - that means all the cabins that were working before we centralised control at Euston. I hope that this account of ourselves will show you that we, the people who are planning your service, are railwaymen, and not those 'beaurocrats' that we are sometimes called.

If we were building the line now we certainly would not build it as it is. It is a very complicated line to operate with interworking both at Camden Town and at Kennington. The trains that meet at Camden Town do not meet at Kennington because the two routes have different running times - 15½ minutes via Charing Cross and 21 minutes via the City. If there is a breakdown in the City service all the trains have to be diverted

via Charing Cross choking that line and delaying the scheduled trains. Another problem is allocating the staff. In addition to the times of the trains the working times of the traincrews who work them must also be worked out to give the crews meal reliefs every three or four hours to enable them to relax their concentration and so be able to renew their concentration for the next period of duty. When the service is disrupted and the trains get out of order, crews are at the wrong places at their allotted time for a break, so we have to take them off as soon as possible. Fortunately my staff are loyal and bear with us in times of trouble until they are relieved. This must be a high priority when we are trying to get the services back to normal.

The simplest way to work the line would be to work it as two separate lines; one from Edgware to Kennington via Charing Cross and the other from Barnet to Morden via the Bank. We already have the cross platform interchange at Kennington but not at Camden Town. The cost of rebuilding Camden Town would be too high. If the Yerkes of the early 1900's were around today to see the mess they've left us they would never have planned their part of the line as they did, with a line from Strand to Golders Green and a branch from Camden Town to what you now know as Archway but was then known as Highgate.

We are centralising control of the line at Euston and, by doing so have reduced our signalling costs by two-thirds. In doing this we are able to get a better picture of the complete service.

One of our biggest problems is that of staff. Our sources of labour are being drained away to the airport because of enhanced wages. We just cannot afford to pay such high wages unless the money comes out of your pockets. Some staff are having to travel quite long distances to work, possibly from Hainault. This means leaving home around two or two-thirty to take the first train out of Golders Green around 04.30, and getting home at four or half-past the following week after a very late turn. Years ago all staff used to live locally. The Burnt Oak Estate was a main source of housing for Edgware when the extension was opened. There are many problems in rostering traincrews and giving them meal breaks within the allotted time to give a break in concentration. These rosters have to be worked out well in advance so that the 700 crews on the Northern Line can know weeks and even months in advance when they are working.

In planning the new timetable we have tried to iron out the irregularities which occur in the present timetable. For example, in off-peak times now, if you miss a train at Finchley Central going to Barnet, you may only have to wait five minutes for the next one, or you may have to wait a quarter of an hour. In ironing out these irregularities we have simplified the service. About 45% of the trains will go via the City and 55% via Charing Cross in the peaks. Trains from Barnet will run every 10 minutes but only via Charing Cross. A regular service (10 minutes) will run from Mill Hill East but only via the Bank. A census of people at the four stations, Barnet, Totteridge, Woodside Park and West Finchley, showed that, of the 3,300 people wishing to travel south between 10 a.m. and 4 p.m., half of them were only going to Camden Town or less, 23% wanted the City branch and 27% wanted the Charing Cross branch. Two surveys were made, (12 March, 15 March 1972) of the evening traffic from the same four stations between 7 p.m. and 10 p.m., giving similar results to the mid-day traffic. The results were as follows:- 503:307 people travelled south; 342:220 were only making journeys up to Camden Town; 97:64 wanted to travel to the Charing Cross branch: 64:31 wanted to travel on the City branch. As you can see traffic is again biased towards the Charing Cross branch. With 100,000 passengers per week on the Barnet branch at least 10% of them will disagree with what we do. We can only provide more train paths via the City branch at the expense of the Charing Cross branch. There will be 24 trains via Charing Cross and 22 trains via Bank every hour in the peaks. A new train describer being installed at Camden Town will give better information on which platform the next train will arrive.

We also have to train 700 drivers and guards for the new '72 stock. Getting a new train is a little different from a new car. There's quite a bit more to it than just jumping in and driving off.

There have been many complaints and criticisms of the fact that the Northern Line is going to get second-hand stock. How good is this "second-hand" stock which was built in 1959 and is at present running on the Piccadilly Line? Up to 1962 the Central Line had the oldest stock, dating back to 1923. These were replaced by new silver trains and the line now has the

best record for a low number of failures on the whole system. The Piccadilly Line has the same stock and is our second best line, so you see that just because you are going to get second-hand stock, it doesn't follow that it's less efficient than new stock.

I cannot guarantee that the new timetable will be absolutley successful, but we are hoping to provide a more regular service.

* City Road - opened 17.11.1901 - closed 9.8.1922
South Kentish Town - opened 22.6.1907 - closed 5.6.1924
- London Transport Railways (Bennett & Borley)

Our reporter - J.M. Crowhurst

REVIEWS

BOOKS

Pornography; The Longford Report: 520 pp 7" x 4¼", paperback; London, 1972; Coronet Books, Hodder Paperbacks Limited; 60p.

Not the usual sort of book to be reviewed in UndergrounD, one would think - and not the sort of book most of our readers would devote time to, either. However, London Transport does not escape the general condemnation of everything and everybody which is born of the prevailing attitude of Victorian hypocrisy which lies behind the Report. So, some sort of review seems to be demanded, at least of the relevant section.

Section 20, concerned with advertising is where LT comes under fire; at least, it seems that is the intention, but, as with the whole Report, conclusions are rather difficult to draw because of the woolly and heavily biased terms in which it is written. One paragraph states that "London Transport, in particular, has been heavily criticised for displaying advertisements for underwear (which, quite naturally, portray people in a state of undress) on the escalators." But the general effect of the damnation is somewhat dampened by a complete absence of more specific details of these complaints, and by a paragraph on the previous page which states "of the 23,000 letters of complaint received by London Transport in the six months prior to the commencement of our study, only twenty-four letters were concerned with advertising - and an even smaller number were concerned with sex in advertising". This is followed by the absurd question "Why should there be so few complaints (apart from the possibility that the public does not know who to complain to)?" One would have thought that two obvious points

would have pierced the collective skulls of a supposedly learned Committee - that if the public want to complain they never have any difficulty in finding who to complain to; and that there are so few complaints because the majority of travellers enjoy the advertisements and the rest see nothing objectionable in them.

The rest of the Report does not concern this journal, but your reviewer feels obliged to say that, in his opinion, it is valueless, and that its recommendations have quite frightening implications for the freedom of press and person alike.

BOOKLETS

Klaus Marx; Famous Fenchurch 1872-1972; 32 pp 9¼" x 7" in illustrated card covers; Sheffield Park, 1972; Bluebell Railway Preservation Society; 45p.

Klaus Marx is Archivist to the Bluebell Railway Preservation Society, and here he records the history of "Fenchurch" in its centenary year.

This engine was the first of the Stroudley Terriers to enter traffic on the London Brighton and South Coast Railway, on 7th September 1872, and has been in active use ever since - which makes it the standard gauge loco with the longest continuous operational record in the country, although it will be shortly followed by its companion engine "Poplar", which is now on the Kent and East Sussex Railway as "Bodiam".

The interest of our members in this history lies in the fact that the A class locos were built for, and used for many years with astonishing success, on London services - especially the South London Line and the services of the East London Railway through the Thames Tunnel which were worked by the LBSCR.

The class was one of the outstanding successes of William Stroudley, who was Locomotive Engineer of the London & Brighton from 1870 to 1889, and is believed to have been based on an 0-6-0 saddle tank type designed by him for the Highland Railway in 1869.

The book is profusely illustrated, and the type size is small though beautifully clear, being printed on art paper throughout - so that the contents are greater than might be expected from the number of pages. It is good value for money, and leaves few questions unanswered about its subject.

LT PUBLICITY

A Day at Epping and Ongar

A new leaflet in the now familiar series of LT publicity folders. This one is a six-page folder, 6" x 3½" on art paper, giving details of places worth seeing near the Ongar section of the Central Line, and includes a sketch map which shows, in addition to the places of interest, the route of the Central Line from south of Debden to Ongar.

The Victoria Line: Times and Fares

The latest edition of the folder giving a route diagram of the Victoria Line, with a complete route diagram of the Underground system showing all lines in black except the Victoria - which appears in blue. Details of Running Times, Service Intervals, First and Last Trains are given, together with a Fare Table and notes on automatic barriers. It bears the date Autumn 1972.

Northern Line: New Pattern of Train Services starting November 13

A four-page pamphlet giving details of the services on the Northern Line from the date stated; page size is about 7¼" x 4¼", the same as the Victoria Line leaflet described above, but the background colour for the cover page is Northern Line black instead of Victoria Line blue; the two leaflets are very similar in design and typeface. The Northern Line service being introduced is shown in two-colour diagrammatic form as well as being described verbally.

London Transport Bargain Tickets

A four-page pamphlet giving details of Go-As-You-Please Tickets, Red Bus Seasons, Red Bus Rovers, Underground Cheap Day Returns and Season Tickets. Size 9" x 3¾".

London

This is the folding map of railways, bus roads, coach roads etc., which has been published by London Transport for many years now. It is rumoured that the 1972 edition will be the last one to be published in this form, and that an entirely new map is planned for next year. This one follows the usual pattern, and provides much useful information, including a route diagram in fairly large scale of the central area of the Underground in black-and-white.

LETTERS TO THE EDITOR

3rd Nov '72

Dear Sir,

In the November issue of "UndergrounD" there was a small article about the "West Ruislip spur" which I hope I will be able to enlarge on.

The crossover and the shunting neck will be controlled from Rayners Lane cabin, and the inner and outer home signals into West Ruislip Depot will be controlled by West Ruislip cabin. L.T. are hoping to have the spur opened in January '73. One of the main uses of the spur will be the transfer of the new Piccadilly Line stock.

Also I should like to mention Rayners Lane and some of the plans for the Piccadilly Line service. First of all, Rayners Lane cabin will be losing "South Harrow Yard" from under their control; the yard will be placed under the control of Earl's Court Regulating Room, and this is expected to happen sometime in the New Year. Also there are plans for making the cabin completely push-button operated instead of as it is at the moment, with push-button control only for South Harrow Yard, the rest being lever operated.

There is said to be a plan for the Piccadilly Line in that the w.b. platform at Rayners Lane will be turned into an island platform and the Piccadilly Line trains reversed on the new side of the platform - with a similar plan for Ruislip and some of the Picc trains reversed there instead of Rayners Lane during the offpeak. If this happened the old cabin at Ruislip would be pulled down and Ruislip would be controlled from Rayners Lane.

Yours faithfully,

121 Midhurst Gardens,
Hillingdon, Middlesex.

J.P. Solan

2/11/72

Dear Sir,

I try to answer Mr. J.J. Clarke's queries about technicalities of the Victoria Line on pp 167-8 of your Nov 1972 issue.

1) Driving Command Control is from the speed pulse codes at 470, 270 or 180 pulses per minute (not "per second" as Mr. Clarke seems to have gathered). These codes are readily

distinguished by appropriate electric circuits, and do not interfere with the possible 4600 cycles per second of the braking speed control codes.

2) Rheostatic Braking is obtained by switching the train motors to turn them into generators, which retard the train: the power from these generators is fed into the train rheostats (or resistances) and heats them (electric fires work like this), thus enabling the power to be dissipated as heat into the surrounding air. In ordinary friction braking the brake shoes get hot and similarly dissipate the brake power.

The saving in maintenance on friction braking if much of the braking is done rheostatically justifies the expense and complexity of the latter.

3) Braking - 3 Different Modes. The gist of the query seems to be "why use a separate braking speed control, instead of the speed pulse control, to give what is called fixed-point stopping?" Speed pulse control is effected via a wheel-driven centrifugal governor on the train. This is adequately accurate for normal running, but wheel creep or slip, wheel wear, and other minor mechanical differences will introduce unacceptable errors into brake control for precise fixed point stopping.

During controlled braking the speed-checking codes are given, at 100 c/s per m.p.h., at exactly the places at which the speed ought to have certain values. Excessive or insufficient speed at these places results in appropriate brake adjustment. Since the speed/distance check is rail-based it introduces no errors, as would a train-based wheel-driven centrifugal governor and revolution counter: precise fixed point stopping is reliably obtained from the rail-based control.

More generally, it is not always easy truly to appreciate technical matters without an appreciable grounding in mechanics and electricity. "Elementary Electrical Engineering" by Clayton and Shelley, or similarly titled books by E. Hughes, are good borrows from public libraries for the more earnest technically interested amateur.

Yours faithfully,

B. John Prigmore

London,
S.W.7.

4 November 1972

Dear Sir,

In reply to Mr. J.J. Clarke's letter in the November journal perhaps I can make the position clearer.

The control of the 1967 stock Autotrains (and the 1960 stock on the Hainault loop) is split into two separate sections; the command control and the safety control.

The safety control is transmitted at all times to the train by interrupting the track circuit to form coded pulses at:

1) 420 pulses per minute (420 code) which allows trains to start and motor up to a maximum speed of about 47 MPH.

2) 270 pulses per minute (270 code) which allows trains to start and motor up to a maxiuum speed of 25 MPH.

3) 180 pulses per minute (180 code) which permits a train already moving to continue at not more than 25 MPH. Trains cannot start or motor when receiving this code.

If, for ANY reason, one of the above codes ceases to be received, then the train will make an emergency stop and will not start again until code is restored.

Driving COMMAND control, on the other hand, is transmitted to the train as required, by a 10 ft length of specially wired running rail (a command 'spot'). The frequency of the signal used is far higher than that used for safety control and can easily be filtered off.

A 20 Kc/sec 'spot' will cut off motors and apply medium braking for a stop somewhere near a signal at danger. If the signal is clear, then the 'spot' is switched off. As a precaution, the length of track in front of the signal is given a 180 code in case the train misses the 'spot'; this ensures the train does not motor or travel faster than 25 MPH while approaching a signal at danger. As a further precaution, the track beyond a signal at danger is given NO CODE, ensuring a rapid stop if the train should pass the signal at danger.

A 15 Kc/sec 'spot' will make the train "coast" by shutting off motors. To stop the train in a station (accurately) a 20 Kc/sec 'spot' would be hopeless; the chances of stopping a train under varying loadings and speeds anywhere near the same place twice is minimal. So we make use of not one, but many spots.

The frequency of spots varies in the proportion of 100 cycles per second representing 1 mph. So 4.6 Kc/sec would represent 46 mph.

A train will always react to a 'braking' spot. If the speed of the train is approximately the same as the spot, then medium braking is applied. If the speed is less than the spot signifies then minimum braking is applied, while if the speed is greater, then maximum is applied.

There are generally 10 to 11 spots per platform and these regulate the train speed (whatever it is), to the point approximately $\frac{3}{4}$ the length of the platform where the speed of all the trains will be the same, and the last two or three spots can regulate the exact stopping place (plus or minus 5 feet). The more command spots you have, the more accurately the stop can be made. Thus a train entering the station very slowly will get a brake-minimum command at nearly every spot until perhaps the last but one, then it will get brake-medium. A train going fast however, will get a brake-medium at all spots.

Brake-maximum may occur at some spots if trains do not seem to be reacting to the braking commands fast enough, due perhaps to being very full of passengers.

Braking is normally rheostatic, i.e. the motors are connected across resistors. The motors generate electricity which is disposed of through the resistors; so the energy the train has due to its momentum ends up as heat given off from the resistors, so the train slows down. The braking is assisted by air brakes on the trailer cars, but below a certain speed, rheostatic brakes are ineffective and are replaced by air brakes on the motor cars as well.

Yours faithfully,

33, West Avenue,
Hendon,
London, NW4 2LL.

M.A.C. Horne

8 November 1972

Dear Mr. Davis,

The LPTB symbol mentioned in Mr. Mitchell's letter (UndergrounD November 1972) did not appear for very long. It was used only from July to October 1933 and can be seen in LPTB advertisements in THE RAILWAY MAGAZINE for August to October 1933 inclusive.

By November the Board was using the bullseye of its predecessors, with the inscriptions "Underground", "London Transport" or "Tramways".

I can add a few more items to Mr. Graham's list of Underground poems and verses:

"The twopenny tube" by T.O. Wyn (Railway Magazine March 1901). This is an amusing commentary by a steam locomotive (LNWR Greater Britain), spoken to another (a GNR 8ft Single Driver) on the tube newcomer.

"The Tale of Mr. Brackett". A long poem about a man who alighted by mistake at a closed tube station. Written and illustrated by F.H. Stingemore, it appeared in the T.O.T. Magazine April 1933 and was based on a real life incident at South Kentish Town station soon after it was closed.

"Pilot all alone you ride" by A.P. Herbert. This appeared in a series of LPTB posters published in 1944 based on real people who suffered severely in the 1940-1 Blitz. The poster and poem portrayed a District motorman, Frank Clarke, driving his train through the air raids.

"Beyond these days of stain and stress/the roaring of the tube express". These are the first two lines of some verses by E.C. about the proposed express tubes which it was said would be built in the deep shelters provided along the route of the Northern Line. (Railway Gazette, 21 July 1944).

"1974 or Booked at Stamford Brook"; some amusing verses about automatic fare collection published in LT Magazine April 1964.

"Red and Silver Snakes come gliding". A pleasant little poem by Carol Horsley, published in LT Magazine, September 1970.

Although it contains only a passing reference to the railway, I should also mention the song "My Little Metro-Land Home", a vocal one step, words by Boyle Lawrence, music by Henry Thrale, published by the Herman Darewski Publishing Co. in 1920. Much to my surprise, I found this still on sale in London by the publishers' successors a few years ago.

Yours sincerely,

Alan A. Jackson

71 Overdale,
Ashtead, Surrey.

SOCIETY NOTICES

1973 Subscriptions These fall due on 1st January, as do payments for the Special Advice Service and the Electric Railway Society Journal. All payments should be made to the Registrar, S.E. Jones, 113, Wandle Road, Morden, Surrey. Cheques, money and postal orders should be made payable to The London Underground Railway Society; overseas members are asked to remit by sterling draft. Rates are as follows:-

Society Subscription - Member	£2-00
" " - Associate	1-50
Special Advice Service Subscription	0-25
ERS Journal Subscription	0-45

THE TIMETABLE

Saturday 2nd December Visit to Neasden Depot - see November issue for details.

19.00 Wednesday 6th December The Chairman, as Director of The Transport Trust is speaking to the Electric Railway Society on the work of the Trust. Our members are invited; the meeting takes place at the Fred Tallent Hall, 153 Drummond Street, London, NW1, and refreshments are obtainable before the meeting.

19.00 for 19.15 Friday 8th December at Hammersmith Town Hall; An Illustrated Talk by D.H. Keeler, Assistant Traffic Superintendent (Buses), London Transport, on "London's Bus Reshaping Plan".

Wednesday 13th December By courtesy of The Channel Tunnel Association, which has a Chairman shared with TLURS, members are invited to attend the Annual Parliamentary Dinner of the CTA, which will be held in the Cholmondely Room House of Lords, with Mr. P.R. Davis in the Chair. Tickets are £4-75 Single or £9 Double, exclusive of Wines. Dinner Jackets. Application for tickets must be made at once to the Secretary, CTA, A.R. Titchener, Esq., 82 Albert Street, Windsor, Berks, enclosing remittance.

19.00 for 19.15 Friday 12th January 1973 at Hammersmith Town Hall Members' Slide Show. Members are invited to bring their slides along to show and talk about. Slides may be either colour or black and white, but must be 35mm unless the member can provide his own projector. We would like advance notice of slides to be shown - so please drop a note to D.F. Croome, 6 Launceston Gardens, Perival, Greenford, Middlesex, stating how many slides you will be showing and how long you will want.

Typelithoed by Celtic Mailways, 93/4, Chancery Lane, London, WC2.
Published by TLURS, 62 Billet Lane, Hornchurch, Essex, RM11 1XA