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THE NEW PRESIDENT AND VICE-PRESIDENT

At the Annual General Meeting of the Society, to be held on the 31st March 1973, President and Vice-President will change in accordance with the usual annual custom. Our Vice-President for 1972/73, Charles F. Klapper, will move up to the Presidency, and the vacancy created in the former office will be filled more than adequately by someone who is already a good friend of and well-known to the Society - Harry W. Paar. Biographical details of both these gentlemen appear below, and in publishing these we would take the opportunity of expressing our thanks to them, and the hope that they will enjoy their terms of office.

The President

Charles F. Klapper, FCIT., FRGS., president-elect for 1973/74, considers himself a transport man; he took a keen interest in railways and bus operation from an early age and on leaving school entered the service of a large road haulage undertaking. Born at Bow in 1905 he was educated at the Coopers' Company's School, (now at Upminster) and, faced with a choice between nuclear physics and transport, chose the latter as a career. After the depression he left haulage for technical journalism and in 1935 transferred from editing a machinery paper to the editorial staff of Modern Transport. He took over the editing of that newspaper in 1941 while David Lamb, the Editor, was acting as Deputy Director of Food Transport, and upon Lamb's appointment to the chairmanship of the owning company in 1953, Klapper became Editor and a Director of Modern Transport Publishing Co. Limited. That undertaking became part of the Ian Allan Group in 1963 and Modern Transport ceased publication five years later. Our new president retired from periodical journalism in 1970 and has since devoted himself to special articles and writing books.

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Charles Klapper became a full member of the Institute of Transport in 1958 (now indicated as a Fellow of the Chartered Institute of Transport) but had previously gained awards for papers on Bus Operation (1937), Suburban Railway Operation (1948) and the London Tramways (1953). He read the Spurrier Memorial Lecture on Road and Rail Co-ordination in 1962. He also served as a member of council and as a vice-president over a number of years.

He was a joint founder of the Omnibus Society in 1929, was honorary secretary of it for seventeen years and served as president in 1950 and as a vice-president since then. He was a member of the executive of the International Container Bureau for a decade from 1950. He also served for ten years until 1972 as chairman of the Transport Tutorial Committee which organises postal tuition for Chartered Institute of Transport students. For many years he has been an associate of the Institution of Locomotive Engineers, now the Railway Division of the Institution of Mechanical Engineers.

Charles Klapper is a past president of the Railway and Canal Historical Society and is the author of a number of studies of historical railway interest, including one of the Mid-Kent Line and one of the numerous schemes that failed to reach completion in the form originally intended. He has produced a number of theses on railway freight and urban passenger problems. Recently he has completed a book on the administration of the London and South Western and Southern Railways under Sir Herbert Walker.

Our new President and his wife were formerly enthusiastic walkers and carried out such projects as climbing the Wye Valley from Chepstow to Plynlimon or following the Roman Wall from Burgh-by-Sands and Bowness-on-Solway to Wallsend-on-Tyne.

Besides his knowledge of the London Transport system, Charles Klapper is well-informed on the underground railways of Paris, where he has driven trains on several occasions, and of other continental cities; he has also visited under-takings and projects in Toronto, San Francisco, Sydney and Melbourne.

Altogether a very distinguished career in transport, and the Society, which has always been fortunate in its choice of Presidents, is extremely fortunate to have the services of Mr. Klapper for a further year after his successful year as our Vice-President.

The Vice-President

Harry W. Paar, who is aged 51 and married with two sons, has a connection with our Society which goes back a number of years, for he gave a talk to members as far back as November 1965 on "Searching for Railway History", and has been a member of the Historical Research Subcommittee since it was first set up some seven years ago.

During the 1939/45 War, Harry Paar served in the Royal Air Force as a Navigator, and was formerly an engineering draughtsman. He is now the Technical Information Officer of the Institute of Marine Engineers. He has been for many years the Honorary Research Officer of the Railway and Canal Historical Society, and as such serves as the link man between that Society and TLURS.

As so many Society Presidents and Vice-Presidents have been, Harry Paar is a lecturer and author. His two published books are both histories of the railways in the Forest of Dean, but in addition he has written a number of articles on sources of transport history and similar subjects. He is also an occasional lecturer on railway subjects at Goldsmith's College, London and elsewhere.

He is at present engaged on a long-term research project delving into the transport and industrial history of the lower Wye Valley and Herefordshire generally, thus following the very important trend of not considering railways in isolation, but in looking at them in their context and social background. The bonds between transport enthusiasts and industrial archaeologists are becoming closer, and it is the type of work that Harry Paar is carrying out that helps to forge the links.

Harry will be addressing the Society later this year on an Underground historical subject, details will be announced nearer the date, but it can be said that, without any doubt, our knowledge will be increased and enriched by hearing about a project of importance to the Underground which has so far been unpublished.

Once again we have been fortunate to secure the services of someone so worthy to hold the office of Vice-President, and we can only hope that Mr. Paar will feel that it was worth while at the end of his term; we undoubtedly shall.

LONDON TRANSPORT AND THE GREATER LONDON COUNCIL

At the meeting of the Greater London Council held on the 12th December 1972, an extremely long Report was presented to the Council by its Policy and Resources Committee; the subject was London Transport and the reason for producing the Report was the imminent completion of three years' GLC responsibility for the LTE. At the same meeting the LTE budget for 1973 was considered and approved.

Much of the Report was a collecting together of facts previously reported on (and in many cases previously recorded in this Journal), but there was much of interest in the new material in both Report and Budget.

Taking LT and BR together, the Committee reports, no less than 94 per cent of the population of Greater London resides within a mile of a railway station, and 88 per cent are within $\frac{3}{4}$ miles, but go on to say that much of the fabric of the Underground has been in use for well over fifty years and is urgently in need of modernization and replacement. It is pointed out that this need is increased by shifts in the population which have led to overloading on particular sections of a system planned to meet the needs of a much smaller population.

Under the section dealing with extensions of the Underground system, reference is made to the completion of the Brixton extension of the Victoria Line and the work in progress on the Heathrow section of the Piccadilly. Details are then given of other projects now being considered for the future, and these are recorded as follows:

Fleet Line Stages II and III, to provide a service to the City and on into southeast London via the Surrey Docks to Lewisham. Mention is made here of the possible terminal for the Channel Tunnel service - which bears out the comment made in these pages last month to the effect that the GLC were trying to influence the location of this station to fit their plans for the Docks area, irrespective of the suitability of the site when considered as part of a national project.

Bakerloo Line Extension via Camberwell to Peckham. It is reported that this project is now under discussion with LT., BR., Southwark Council and the Government - and in the Budget expenditure of £100,000 for preliminary planning work is provided for in 1973. The estimated cost at current prices of the whole

project is given as almost £38m, and the effective starting date for the main work is shown as late 1976.

New east-to-west line A new line running from east to west to serve the developing dockland area is under consideration as part of the Docklands Study - which is due to be reported on in the early part of 1973.

New South-west to North-east Line This is the line which is generally coming to be called 'the Wimbledon Line' in LT circles. Its principal benefit is recorded as the service it would bring to areas such as Chelsea and Hackney which are without an Underground service at present.

Much space is devoted to modernisation of the system, to fares structures, one-man operation of trains, automatic ticket barriers (the loss suffered by LT from bilking is estimated at £5m a year); also improvement of interchange facilities, new rolling stock and rehabilitation of older stock are dealt with at some length, and the Budget gives a lot of detail on the proposed expenditure on these and other projects in 1973.

Station reconstructions listed are South Kensington (which is already well advanced), Russell Square and Goodge Street - although the last has not yet been approved by the GLC - together with a lengthy list of projects in hand for outside parties, many of which affect stations; amongst these are Cannon Street, Ealing Broadway, Finchley Central, Highgate, Blackfriars and Stanmore. It is clear that if all the present plans come to fruition there will be a very considerable change in the face of the Underground within the next few years - a change far greater than that which has already taken place.

On the revenue side of the Budget, it is estimated that the Underground will take £81.9m in traffic receipts against estimated working expenses of £75.1m - thus showing an anticipated profit of £6.8m. But as usual it is expected that the buses will lose money - this year as much as £15.6m, so that the overall results expected are not very good. The net traffic receipts will show a loss of £8.8m and to break even the Executive will have to rely on other revenue such as property rents and advertising receipts. It is thought that these will be sufficient to balance the figures, but it is regrettable that the buses should always have to be, in effect, subsidised by the Underground.

F L A P
Ian Melton

By tradition, the average Londoner is a near unemotional and unflappable animal whose characteristics are never more apparent than when he is sitting in the carriage of an Underground train. After studying such a traveller for a while one can almost believe that nothing short of disaster can ruffle him, but, in reality, nothing is farther from the truth. To turn the regimented calm of the Londoner and the railway carriage into chaos takes surprisingly little. To explain how, we must involve one other famous and intrepid inhabitant of the Metropolis - the common grey pigeon. This quite unique species of a near useless bird gets just about everywhere in its search for peanuts and other titbits. The stations of the Circle and District Lines are often stops on the daily journey of the strutting birds and the law of averages will confirm that it is only a matter of time before a pigeon will be on the platform when a train pulls in and the doors open conveniently by where it's pecking. Temptation is just as irresistible to a bird as it is to a human and when the pigeon hops in the carriage just in time to avoid the doors, the stage is set for one of the rare treats of tube travel.

The first reaction of the few passengers to notice the unusual traveller is one of tittering amusement, but this brief outburst of merriment is soon shattered by the lurch of the train as it sets off; a usually violent action that is enough to panic the pigeon into an erratic flight down the length of its new, rocking aviary leaving in its wake near chaos as the equally panic-stricken passengers divide themselves into two parties. One wave heads for the doors and the protection of the partitions, choosing to abandon their hard won seats, while the other party retreats further behind their newspapers. After a few journeys at straphanger height up and down the carriage the pigeon realises it is time to reassess the situation and promptly lands at the feet of one of the 'head for the doors' group. One of them, bent on impressing his fellow passengers, particularly the women, grabs for the bird but merely clutches a handful of feather filled air and sets the pigeon on its second journey down the carriage to discover that Circle Line coaches are not as long as Trafalgar Square is wide.

The next landing produces hero No. 2 who with hero No. 1 carries out a pincer movement and achieves the same result, with the pigeon launching into journey No. 3. By this time the train has reached the next station and the sweep of the doors opening produces hero No. 3 who tries to shoo the bird out accompanied by several cries of 'shoo it out!' This strategy is perfect and with the suitable verbal encouragement would relieve the train of its unwanted passenger; but, this is the London Underground and open doors invariably produce a wave of new passengers who drive the pigeon back inside and into the fresh confusion of another flight.

The end of the fourth flight produces hero No. 4 who bravely and swiftly grabs the bird only to see his hour of glory shattered as he realises the doors have closed and the train is on its way again. He timidly holds his new pet towards the cowering multitude and seeing no takers lets go of the terrified aviator. Flight five commences and the few brave passengers still seated rush to join their companions by the doors.

The next station mercifully is reached and they all get out leaving the pigeon alone in the carriage. Just as the doors begin to close our feathered friend decides his journey is over and hops out, leaving an empty carriage disappearing into darkness and a cluster of duped, disheartened and not quite so unflappable Londoners waiting for the next eastbound to Mansion House.

NEW ENTRANCE FOR ST. PAUL'S

Work has commenced on a new entrance for St. Paul's station, in connection with a City of London road widening scheme. It will be opposite Panyer Steps, giving improved access to the St. Paul's Shopping Centre and the pedestrian precinct on the north side of the Cathedral.

The main work started on Monday 8th January 1973, and while it is in progress passengers entering or leaving the station will use a temporary stairway. The scheme also involves resiting the staff rooms below street level on the south side of the station - an area which has been derelict since the 1939-45 war. The cost of the work is being met by the City Corporation and it will take until the end of the year. The contractors are A. Waddington & Son Limited.

NEW LONDON TRANSPORT MUSEUM TO BE AT SYON PARK

When Lord Eccles (Paymaster General with responsibility for the Arts) announced in Parliament early in 1972 that the Clapham Collection was to be destroyed by the Government and most of the British Railways Board's exhibits sent to York, London Transport were faced with the problem of finding another home for their part of the Collection - for which the Executive has always showed great concern and a degree of responsibility which puts to shame the gross disregard of the BRB for their exhibits. Knowing the long involvement of the Transport Trust in the fight to save the Collection at Clapham, and having always been adamant that the LT exhibits should remain in London, the Executive were not long in approaching the Trust to seek their help in a search for a new home for their collection - which includes a number of vehicles not at Clapham because there had not been room to take them there.

This approach was the beginning of a long search by the Executive and the Trust for a site which would be both suitable and reasonable in price - both price of acquisition and of adaptation. During this search, the Executive, once again showing full regard for their responsibility to the future, appointed Percy R. Silverlock as Principal Assistant (Historical Relics) to take charge of the exhibits and to house them. All along the Executive had expressed the wish that the relics should be on view to the public and had been willing to lend them to any museum in Greater London willing to put them on display, but the solution to the problem was not found that way.

After several months, during which various sites had been considered, viewed, and in some cases costed, every one had proved unsuitable for one reason or another, and LT had begun to examine properties of their own which would be suitable to use for storing the exhibits - this was a very necessary second line of defence as the Executive was well aware that their relics would have to be moved from Clapham before very long, irrespective of whether a new exhibition site has been found or not.

It was at this point that The Transport Trust noted that Imperial Chemical Industries Limited were selling out their 75% interest in the Gardening Centre Limited to the Elizabethan property group, who had expressed the intention to convert

the gardening centre at Syon Park into a general leisure centre as soon as possible. A letter from the Trust to the Chairman of Elizabethan received a favourable response from him and the Trust was put in touch with the administration on the spot at Syon. A series of visits followed, during which it was discovered that a suitable building, only needing comparatively minor alterations, was not only existing but would shortly become vacant. LT were informed and one of their representatives taken down to Syon. Their impressions were also favourable and negotiations were commenced.

During these negotiations some delay was caused by the decision of the Elizabethan group to pull out of Syon again, their share being taken over by the Duke of Northumberland, who already held the other 25% interest, but no serious harm was done to the plans being formulated, and on the 5th February 1973 London Transport made the first public announcement that agreement had been reached, although some reference had already appeared in the press to the negotiations then in progress.

Under the arrangements come to with the Syon Park authorities London Transport will be responsible for the layout and installation of the exhibits in the new museum, and the Syon organisation will thereafter become responsible for managing the collection on behalf of London Transport. It is understood that not quite all the collection will be on view at the outset, but this is expected to be only a short term proviso as an LT spokesman, announcing the plans, said it was intended to add to the existing collection as buses and Underground trains are phased out of service.

In commenting on the news, the Duke of Northumberland said "This is important news for Syon Park: it is the first of the developments to which I referred in December and which we are planning to introduce here to give wider enjoyment to the public".

It is hoped to publish in a future issue of the Journal a complete list of the LT collection, and news of the progress of the new museum will, of course, be published as soon as it comes to hand. There are already rumours that there is to be another transport collection at Syon - of private cars - but no detailed information is available, nor is there any confirmation of the truth of this information.

REVIEWS

Booklets and Short Papers

Charles E. Lee; The Metropolitan Line - A Brief History; 32 pp 8 $\frac{3}{8}$ " x 5 $\frac{1}{2}$ " + 16 pp illustrations; London, 1972; London Transport Executive; 25p.

Readers will be familiar with the previous booklets by Charles Lee on the various individual lines of the London Underground system, which have been published at intervals by London Transport to commemorate anniversaries of the opening dates of these lines. A notable - in fact the only - omission to date has been a work on the Metropolitan. This is now put right, with Mr. Lee's usual succinct text and some excellent illustrations - many of them familiar, but with a number which are not often seen.

To compress the prehistory of the Metropolitan (which is, after all, the prehistory of the whole Underground system), plus the story of 110 years of working life, into a booklet the size of the present work is no small feat. Needless to say, Mr. Lee has proved equal to the task, and has produced a book both readable and informative to a very high degree.

All the important facts are here, and anyone wanting a short history of the Met need look no further. The storyline adheres firmly to the continuous history of the Line, and details such as station name changes are, in the main, ignored, only being mentioned when that station appears in the text for a different reason. Two small maps, of the Inner Circle and the Extension Line respectively, are supplied, marked with years of opening, and closing where appropriate.

Despite the restrictions of space, adequate cover is given to the regime of Sir Edward Watkin and his pretensions of main line status for the Metropolitan Railway - in many ways one of the most interesting phases in the history of the Line. It was no fault of Sir Edward that the Met did not 'break through the iron barrier . . . and connect . . . with Northampton and Birmingham . . .'

It is understood that London Transport intend to issue new editions of the other books in this series, this time without the anniversary tie in the titles, and this booklet not only completes the series but is the first of the new versions, and can be recommended unreservedly.

LETTERS TO THE EDITOR

Editor's Note Apologies are expressed to the writers of the first two letters printed below for the delay in publication. Both letters are well worthy of being printed, but pressure on the available space has meant that they have been held over month after month, not a very good excuse but at least a reason!

19th November 1972

Dear Sir,

Having been back home for a year, I have noticed a few things that have not yet been recorded in your columns.

1. A number of alterations are being made to the Bakerloo Line trains. The 1938 Northern Line stock being replaced by 1972 stock is transferred to the Bakerloo (i.e. Neasden). The 3-car sets, all of them having the uncoupling non-driving motors, are combined with their corresponding sets on the Bakerloo; the 2 motor driving cars and the newer trailer are retained, while the two uncoupling cars and 1927 trailers are scrapped. Thus, 10043-012404-11043 used to be 10043-70568-31001 and 30017-012404-11043. So far this has happened to sets 43, 45, 49, 55, 63, 69, 77, 91. I see one or two new ones each week. Each time 100xx has joined 110xx. Most of these sets have converted 1935-6 trailers.

Also, the 4-car sets transferred with these 3-car sets are being put on the Bakerloo, but mostly as 3-car sets, with the non-driving motor scrapped. Sets 307, 309, 311, 315, 317, 318, 324, 333 have been seen: all 3-car, except 309 and 311. They may have been converted to 3-car to replace other 1927 trailers or to help provide 3-car sets for the Northern City Line, which is using former Bakerloo 3-car sets. Some of these sets above have 1949 trailers, so is this the first time that 1935-6 and 1949 trailers have been allocated to the Bakerloo other than temporarily?

Each week at Neasden six or so cars are made into a train with trucks at each end and disappear. Two weeks ago it consisted of 70538-31027-10073-70569-31019-30028-12035. The first three were one complete set, the second three were from the two 49 sets, and the last one was from set 324. Also, 10013 and 10015 (ex Picc) are on the Bakerloo, with 10015 swapping trailers with 10105, the latter having been last seen on the Northern City.

2. In June and July (I haven't been in, or seen, it since)

10145 had part of a working Bakerloo timetable stuck over a crack in the ceiling.

3. "Graphics Handbook" by Ken Garland, Studio Vista, first published in 1966, 95p, has a frontispiece of H.C. Beck holding his original rough design for his first tube map, standing in front of his last map. The book, which has only one other vague mention of the Underground (about the maps) is dedicated to him.

4. LT have said that the grey chosen for the Fleet Line is the last possible colour for the tube map (making 10). BR have recently produced an LT-type map of their West Riding (Yorkshire) services using 16 colours.

5. On 2-11-1972 car 6096 (the second of eight) did not open any of its doors at Northwick Park when Uxbridge bound; all the other doors of the train did open. The doors had opened at all previous stations.

6. On Saturday evening, 7-10-1972 at Golders Green, an Edgware to Kennington train, running No. 303, was taken out of service. The platform loudspeakers were used to ask the driver of train 303 to go into No. 3 siding.

7. In October 1972, the automatic loudspeakers on the north-bound platform of Finchley Road were announcing some trains in the evening rush hour, but not others, when it just clicked and one of the platform staff announced instead. The affected trains were those slow to Uxbridge, but the fault has now been put right.

8. The kilometre posts, which are usually placed on the westbound side of the track on each of the lines is placed on the other side from Amersham to the end of the LT cables, half way to Great Missenden. At Finchley Road the plate '50.2' occurs twice, one on the side of the wall opposite the Metropolitan northbound platform, and the other level with it under the Bakerloo southbound platform.

9. Being left-handed, I recently automatically put my ticket through the slot on the left-hand side of an entrance gate at Piccadilly Circus, which I discovered worked the neighbouring gate, not mine. Another case of discrimination?

10. The Odeon, Haymarket, has frequent rumblings from the passing (Bakerloo?) trains. I haven't been in many other buildings affected by tube lines.

11. Re your report in February 1972 of a Bakerloo stalling in November 1971. This would have been the first train of the day using the centre rail, as the LMR trains no longer do so. They do not seem to be paying much attention to this rail as it is rustier than the outside rail. However they have recently been renewing the insulators under it. The frequent cancellations of the four daily trains are well known, and sometimes all four are cancelled. They seem to cancel them from the last backwards of the morning trains. In September I was in the last train but one in the morning, in the last car. There were two guards, one opening doors on each side.

12. Recently three different permanent way gangs were working in the immediate vicinity of the Metropolitan/Great Central Bridge over the LNWR at Kenton at the same time. The two BR gangs were working on the track - one on the Marylebone lines and the other on the Euston lines; the LT gang was renewing the cable posts.

13. I don't think you have mentioned that the platform indicators were changed at Baker Street (main lines) a year ago. They now show full information for first and second trains with one column each, the third column showing connection details. The latter used to give details for the Watford and Aylesbury lines.

28 Churchill Avenue,
Kenton, Harrow,
Middlesex, HA3 0AY.

Yours faithfully
Mark Drukker

5 August 1972

Dear Sir,

The letter from M. Wilson (August 1972) was interesting but it is to be regretted that he drifted into a grandmotherly method of saying time. Taking his statement literally whereas the signal failure was at about 13.30 there was no westbound train until 02.00, that is the following day.

Was this not a case for the Editor's 'blue pencil'?

I said grandmotherly method, but I do not think even grandma would write time that way today.

167 Cornwall Road,
Ruislip HA4 6AE

H.V. Borley

Editor's Comments While Mr. Drukker may well be right in that few

large public buildings are affected by the sound of the tubes, this is not true of office and residential buildings; in many of these the Underground can be heard - and felt - running underneath, especially from the lower floors of the buildings. Mr. Borley raises an interesting point; in the letter commented upon, Mr. Wilson referred to 13.30, etc. and in the next paragraph mentioned "quarter to and twenty-five past two" and "two o'clock". The question is, what does one do when wanting to lend variety to a string of times; can one only keep to the strict 24-hour clock notation, saying 13.45, 14.25 and 14.00? Can you say "fourteen o'clock?" Or is Mr. Wilson correct in still using the vernacular form of "two o'clock" - which everyone would have understood in the context in which it was used anyway? Readers' views will be welcome.

5 February 1973

Sir,

The reference in NF 1205 to the fares charged by London Transport for large babies and small dogs reminds me of an anomaly which I discovered in 1967, and which may still exist.

I was taking a large and fierce black tom cat, Lucifer by name, in a basket from Baldock to Wembley Park, and was surprised to be charged half fare on British Railways for him. However, I was not charged on the Underground. A subsequent journey from Wembley Park to Ipswich via Liverpool Street confirmed this variation in practice between the two undertakings.

Possible London Transport regarded Lucifer in his basket as hand luggage, but would have charged if he had been loose (which would have been a considerable hazard to my fellow passengers).

4, Sudbury Croft,
Wembley, Middlesex,
HAO 2QW

Yours faithfully,
Richard Graham.

NEWS FLASHES

1215 An accident in which a motorman died occurred late on the evening of 14-12-1972 at Rayners Lane. A train running into the siding failed to stop, and went through the buffers. The leading car, the first production 1959 tube stock car - 1012 was badly

damaged, and was seen without its cab being shunted into Acton Works at about 08.30 one morning just before Christmas.

1216 On 8-2-1973, one of the No Smoking signs on a window just behind the cab of 53216 was noticed to be displayed upside down. As it was only seen from the outside, it would be interesting to know if it also appears the wrong way up from the inside. It is more likely, since these are double-sided transfers fixed from the inside of the car, that the transfer is defective, and appears correct inside the car.

1217 The first cars in a new livery left Acton Works after heavy overhaul, on 8-2-1973. The main colour red is the same as normal, but the familiar London Transport name is replaced by a plain white roundel, 17 inches in diameter. The car numbers are also plain white, but are the same size (2 $\frac{1}{4}$ " high) as are displayed on aluminium tube stock. The cars involved were 54268 and 53205. It is believed that all remaining 1938 tube stock extra heavy overhaul cars (including trailers and non-driving motor cars) and all COP stock cars will be similarly treated.

1218 1959 Tube Stock units are emerging from Acton Works with blue and green moquette upholstery, similar to that used in C69 stock. The first units to be so treated include 1180-2180-9181-1181; 1282-2282-1283 and 1224-2224-9225-1225. These cars have also been fitted with dark blue split-level armrests.

1219 Yet another transport pressure group has appeared on the scene; known as Transport 2000, it has the backing of railway and environmental sections of the community. The Chairman is Mr. Eric Robinson, a member of the Liberal Environmental Panel, and he described the new group as the most comprehensive and ambitious transport lobby in Britain.

1220 The much vaunted proposals by the Labour Party for free transport in London if they gained control of the GLC in the elections to be held on 12-4-1973, are becoming somewhat muted as election time draws near. "A Socialist Strategy for London: Labour Party Manifesto" published in February has watered the plan down to "Halt further fare rises and examine the feasibility of a rationalised flat-fare scheme, with free travel as the long-term aim". The manifesto also proposes expansion of the Underground and to "start massive investment in public transport". As fairly substantial sums have already been spent by the current GLC (Tory controlled), this last claim does not seem legitimate - on the grounds that you cannot start something already started.

SOCIETY NOTICES

Railway Magazine Colour Plate presented with the February 1973 Issue was of Met Electric Loco No. 5 on the Brake Van Tour on 16th July 1972, photographed at Harrow-on-the-Hill by our own Committee Member Bob Greenaway.

THE TIMETABLE

19.00 Wednesday 7th March at Fred Tallent Hall, 153 Drummond Street, London, NW1 (nearest Underground station - Euston); Joint Meeting of TLURS and The Electric Railway Society, at which an Illustrated Talk will be given by our member, Piers R. Connor on the subject of 'Underground Joint Stocks'.

19.00 for 19.15 Friday 9th March at Hammersmith Town Hall; an Illustrated Talk by H. Clarke - Line Engineer (Central), London Transport (also a Society Member) on 'London Transport Railway Service Vehicles'.

19.00 for 19.15 Friday 13th April at Hammersmith Town Hall; an Illustrated Talk by John H. Price on 'Rapid Transit in Japan'. John Price, who is a Council Member of The Transport Trust, has recently made an extended visit to Japan and has brought back with him an excellent photographic record of the transport scene there, which he is to share with us at this meeting.

10.00 Saturday 14th April Visit to Cockfoster Depot, London Transport. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a First Class stamped addressed envelope please.

21.00 Saturday 14th to 02.00 Sunday 15th April at the Museum of British Transport, Clapham. A Farewell Ball to the Museum, sponsored by the Mayor of Lambeth on the theme 'The Roaring Twenties'; an excellent programme has been devised, with a number of celebrities appearing and the music will be provided by three bands, including The Temperance Seven. Tickets will be £3-50 single and £6-00 double, and so that we know how many Society members are taking tickets, and can therefore attempt to reserve tables together if the party is large enough, will applicants send their orders and remittances to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA. Cheques should be made payable to "The Mayor of Lambeth's Welfare Fund" or "Roaring Twenties Account" and crossed. Profits are to be divided between the Mayor's Welfare Fund, the Westbury Bursaries (a local educational charity fund) and a transport charity as yet not selected.

Advance Notice 13th May LT are to run a Tour entitled 'Tube through Metroland', with 1938 Tube Stock. NO BOOKINGS YET - details later, but reserve the date.