

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No. 137

Volume 12 No. 5

May 1973

## NEW LONDON TRANSPORT LIVERIES

Late in February London Transport announced, with something of a flourish, that after a "comprehensive design study", modifications are to be made to almost all LT Vehicle liveries, both road and rail.

The main alterations will be to the colour of the entrance doors; but the simplified, bolder roundel, recently introduced for new signs and publicity items, is being adopted wherever practicable in place of the fleet name on vehicles.

On most buses built since 1966, the front entrance doors will be painted bright yellow and, on new 'silver' Underground trains, passenger doors are to be painted red, with the object of making the entrances more conspicuous.

Other changes to the bus livery include white, in place of mist grey, for the relief colour on the waist-band of single-deckers and the cantrail band of double-deckers. On dual-doorway buses, the exit doors will continue to be painted the same red as the main part of the body.

The modified livery with yellow doors is to be applied during the normal repainting programme over a number of years to all buses of the MB, MBS, SM, SMS and DMS classes. On these types a 17in diameter roundel will be used on each side with a 15in diameter roundel on the front of the single-deckers, below the windscreen; fleet numbers will also be in white. One single-decker, SMS 226, has been operating in the revised livery from Hornchurch garage since December 1972. The first new buses to be delivered in this livery, the DMS Fleetlines, are now entering service. Routemasters, both RM and RML are being given the new colour scheme as they are repainted, but some already have the white relief band in place of the earlier mist grey.

Red Arrow buses are being considered separately. These are the MBAs, and one bus - MBA 588 - has been operating for some months in an experimental livery which includes a white panel around the windows.

New Underground trains are to have the passenger doors painted red, and a 17in diameter roundel in bold red will be applied to each side of the driving motor cars instead of the "London Transport" or "Underground" fleet name. The 33 trains of the 1972 Mk II tube stock - to be used initially on the Northern Line - will be the first to be delivered with red doors.

In future, "bus red" is to be used on Underground rolling stock instead of the slightly darker "railway red", in order to standardise on one shade. Trains of 1938 Tube stock which are being retained for use on the Bakerloo Line, and of the CO/CP stock on the District Line, will be repainted in the brighter colour when next overhauled. Examples of both types of stock have recently been turned out in the "bus red" livery and the present fleetname on red Underground stock is being replaced by a bold white roundel as the stock is being repainted.

No mention of these changes was made in the pages of the Journal when first announced as it was thought only right to see at least some of the new liveries before commenting. The opportunity has now arisen to see a number of them, and even after making allowance for innate conservatism which automatically resists change, none of them appear to be improvements on what they replace, except perhaps the brighter red on the railway cars. And in this case, the change is so slight that many people will not even notice it. The extensive use of white cannot be considered an improvement; white is a brash, vulgar colour, especially when it begins to look dirty, and only serves to cheapen liveries which have been quite elegant hitherto. The solid white roundel is definitely ugly, looking like something which should not be there, and it does seem rather a pity that London Transport are so ashamed of their name that it is being obliterated from all their vehicles. "Underground" as a fleet name has an equally respectable history, and it is a pity that it should be dropped after all these years, particularly when the replacement is so common looking.

As for coloured doors; well, if the passengers cannot see where the doors are, on buses or trains, they are obviously too stupid to be travelling alone. Do readers have any views on the changes? We would like to hear.

## EUSTON-WATFORD

P.R. Davis

When the question of London Transport taking over certain British Rail services crops up, as it has done regularly over the past few years, it is always the North London Line (Broad Street-Richmond) which takes pride of place unless the matter is raised by a purely local amenity society concerned with some other area.

Judging by recent experience, and ignoring the disruption caused by the ASLEF strike, there would seem to be another London Midland Region Line which would benefit from a little LT enterprise. This is the service (so-called) from Euston to Watford, which is entirely LMR-operated out of Euston to Queen's Park, and is only served by a few rush-hour Bakerloo Line trains north of that station. At one time, of course, the Bakerloo ran a service all day right out to Watford Junction, and in fact it was for this line that the Watford Joint Stock was built in the 1920's.

It is the misfortune of the writer to have to travel fairly frequently on business from the West End to points north of Queen's Park, and the journey always seems to be something of a penance. Usually, these journeys are made out of rush hours, so that a reasonable wait might be expected at the inter-change - but the normal wait is not reasonable these days. Furthermore, on a recent occasion, a trip was made in a rush-hour, arriving at Queen's Park at about 17.00; twenty minutes later, something out of Euston appeared on the horizon; during the interval another four Bakerloo trains had arrived, all of them disgorging a number of passengers bound for further north, and the Watford train left very well filled to put it mildly.

This sort of service cannot be called satisfactory at a time when improvements to public transport are being called for from all directions. Most of the day there is supposed to be a 15-minute service on the Euston-Watford line - but it is surprising how often one waits longer than this. There can be other complaints made legitimately too, such as the condition of both trains and stations, and the inadequate length of trains during busy periods. The speed of the trains used can only be described as funereal; admittedly, the stations on the inner section of the route are fairly close together, but it ought not to be beyond the power of BR to provide stock with even slightly better acceleration and braking - LT certainly could.

Once the Fleet Line is completed and has taken over the Stanmore branch of the Bakerloo, would it not be sensible for London Transport to operate the Watford service? This might not fit in with the parochial attitude of the Greater London Council, which sometimes seems to think that nothing exists beyond its boundaries except an empty void - but that view-point could be over-ruled by a progressive Minister for Transport Industries. It would certainly seem to be the right move from the passengers' point of view (which is all that matters), and as LT are to use Stonebridge Park Depot anyway, no great difficulties should be caused to the Executive.

It is realised that this proposal would inevitably mean LT taking over the branch from Watford to Croxley as part of the deal, but there would seem to be no valid objection to such a transfer either.

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#### WANTED - INFORMATION PIERS CONNOR

Throughout the twelve years of this Society's existence, and for many years before its inauguration, certain of its members have been engaged on research into the history of the Underground's rolling stock. A point has now been reached where most of the known sources of information have been found, and the information extracted, and a virtually complete history of all Underground electric stock vehicles is now in the Society's possession. Publication of this material is now being planned, and it is hoped that this will provide a valuable source of income for the Society, and will increase its standing among railway societies by providing a reference work for historians and students of railways.

As always, there are difficulties. Not the least of these is the lack of good, but previously unpublished, photographs. Photographs are invaluable to the researcher, as they can confirm or refute previously documented information, or they can assist by proving a point which may have been only an assumption. If any reader possesses, or knows of a source of photographs which he may feel will be of use in the preparation of this history of Underground electric rolling stock, will he please get in touch with myself or the Editor as soon as possible.

Photographs are not the only items lacking. There are large gaps in the known numbering of Metropolitan vehicles owing to the disappearance of the Metropolitan Railway Rolling Stock Register. If this can be found, or someone knows of the various renumbering of Met stock during the 1920's, many problems will be solved. Another gap occurs in the tube stock lists, which deals with the fate of 25 Hungarian-built Piccadilly Line control trailers. We know that seven of them became Bakerloo motor cars about 1915, and that the rest became trailers, but we don't know which seven, or the exact dates and renumberings of the rest.

Certain other queries are, as yet, unanswered:-

1. The details of Great Northern and City Railway stock conversions and renumberings which took place about 1907.
2. A drawing or photograph of GN&C electric locomotive No.1 prior to rebuilding by the Metropolitan Railway.
3. Which cars of 1903-5 (A & B) stocks were originally first class, when were they converted to composites (about 1911?), and which cars had experimental mechanical door engines fitted during World War 1?
4. Which District A Stock cars had British Westinghouse electrical equipment fitted, and when was this converted to BTH equipment?
5. Certain cars of District A Stock were painted in unusual colours in 1903-4. Which ones?
6. Which cars of Piccadilly gate stock had experimental centre doors fitted about 1914, and which ten control trailers were double-ended in 1912?
7. An experimental car was built by the District in 1919. Does anyone know anything about it?
8. It was intended to build an experimental tube car for the City and South London Railway, and a drawing of it shows that it was to be similar to the Bakerloo 1914 stocks. Was it ever built?
9. Overhead wires were provided in Wood Lane Depot in 1901. Which electric locos were equipped with trolleys for use with the wires, and when was the installation removed?
10. Any information available on the Christensen Air Brake?
11. What wiring alterations were made on CLR Ealing motor cars and Piccadilly trailers used on Watford service until 1920?

12. What modifications were made to the Central London Railway trailers used on the Ealing service?

In addition the following items would be most useful:-

- a. Photographs of:-  
 CLR 1914 Ealing stock after rebuilding with centre doors.  
 Watford Joint Stock on the Watford line and on the LMS.  
 District A Stock on Hounslow and Harrow lines. Early Metropolitan stock and Hammersmith and City cars in service.
- b. Working Timetables and Traffic Notices of pre-1933 years.
- c. Details of maintenance schedules of pre-1933 years.

If any reader can supply any part of the above information, will he please contact me at:-

1, Marchwood Crescent,	Telephone
Ealing, London, W.5.	01-998 4559

Any material received will be treated with great care and any expense will be paid. I can, if necessary, call personally anywhere within a day's return journey from London.

## SOCIETY NOTICES

Committee and Officers As members who were present at the Annual General Meeting will know already, Chris Gooch had to withdraw his nomination for re-election to the Committee at the last minute for personal and business reasons. As only three nominations had been received to fill the three vacancies, and the time for nominations had passed when Chris withdrew, only two places were filled at the AGM, M.T. Connell and P.R. Davis being re-elected. Since the AGM the Committee has co-opted M.A.C. Horne to fill the vacancy in accordance with the powers given by Rule 6. Mike Horne has also been appointed Exhibition Organiser, and Desmond Croome has taken over from Chris Gooch as Publicity Officer - where he has already done good work in getting one of our events publicised on Radio London. To Chris we extend our hearty thanks for all he has done for the Society during a very long spell on the Committee.

Publications Piers Connor's next drawing - of the Great Central O-8-4T - has duly appeared, in the March issue of the Model Railway Constructor. We also draw attention to George Jasieniecki's excellent 'London Transport through the Years' now being serialised in The London Bus Magazine.

## SYON PARK PROGRESS

The London Transport Vehicle Collection is now taking shape in its new home in the former Gardening Products Pavilion at Syon Park. By the end of March all the large exhibits had been removed from Clapham and were either already at Syon or on their way there, and progress had been sufficiently rapid for LT to announce on the 3rd April that the Collection will be opened to the public on the afternoon of Wednesday 23rd May 1973 after an opening ceremony which is to be performed by the Duke of Northumberland, owner of Syon Park.

The move from Clapham and other homes to Syon has been carried out very smoothly and efficiently by Percy Silverlock, Principal Assistant - Historical Relics to London Transport, to whom a great deal of credit is due, not least for the speed with which the move was carried out once the agreement with Syon Park was signed. At one stage vehicles were being moved at the rate of at least one a day (or night!); in addition to the move itself, the building had to be prepared, track laid for the rail vehicles, showcases prepared for posters, and of course access to be arranged for the larger vehicles, particularly the double-deckers. This was done by the removal of an end wall, so that, for the time being at least, vehicles will not be removable. But this will probably be a temporary measure only, as LT are known not to be opposed to an extension of the Collection in due course, provided it is sufficiently well patronised.

The oldest rail vehicle on display when the Collection is opened to the public will be the A Class 4-4-OT No. 23 of the Metropolitan Railway, which was built in 1866 and worked in rebuilt form until 1948. When withdrawn it was earmarked for preservation and was eventually restored to original form and brought up to museum exhibition standard ready for the opening of the Museum at Clapham, where it has been until now. Among the road vehicles is the first London horse-bus of George Shillibeer, dating back to 1829, but this particular vehicle is only a replica, not an original.

It is to be hoped that London Transport will get the support from the public that they deserve for their enterprise in taking over their own Collection and displaying it to the public; in doing so they have shown that they fully recognise a duty to Londoners, and the country generally, which proved to be beyond the capabilities of British Rail.





The Gardening Products Pavilion on 22nd April 1972,  
before clearing and conversion. N.A. Davis.



No. 23 arrives on a low loader on 18th March 1973.  
J.H. Price.





Q Stock motor car No. 4248 of 1923 back on the rails again on 18th March 1973, at Syon Park. J.H. Price.



Metropolitan Electric locomotive No. 5 on track ahead of the same railway's milk van, also on 18th March. J.H. Price

## THE INITIAL VEHICLE COLLECTION AT SYON PARK

It has already been announced that London Transport will not be able to put on display quite all their preserved vehicles at Syon Park in the first instance, and in any case a number of items scheduled for preservation are still running in passenger service. Below we publish, by courtesy of London Transport, a complete list of the initial exhibits which will form the original public display.

- 1829 Shillibeer Horse Omnibus replica
- 1866 Metropolitan Railway A Class 4-4-OT No. 23
- 1823 Wotton Tramway 0-4-0 Geared Steam Locomotive  
Aveling and Porter No. 807
- 1885 Tilling Knifeboard Horse Omnibus
- 1895 London General Omnibus Co's Garden Seat Horse Omnibus
- 1896 Metropolitan Railway Milk Van
- 1906 Great Northern, Piccadilly and Brompton Railway Tube  
Car mock-up
- 1908 London County Council Class E/1 Tram No. 1025
- 1910 West Ham Corporation Tram No. 102
- 1911 L.G.O.C. B Type Omnibus No. B340
- 1919 L.G.O.C. K Type Omnibus No. K424
- 1922 Metropolitan Railway Electric Locomotive No. 5  
"John Hampden"
- 1923 Metropolitan District Railway Q23 Motor Car No. 4248
- 1923 Tilling Stevens petrol-electric omnibus chassis
- 1923 L.G.O.C. NS Type Omnibus No. NS1995
- 1929 L.G.O.C. ST Type Omnibus No. ST821
- 1929 L.G.O.C. LT Type Omnibus No. LT 165
- 1930 Metropolitan Electric Tramcar Type UCC No. 355
- 1931 London United Trolleybus No. 1
- 1931 Class HR2 Bogie Tramcar with radial-arm axleboxes
- 1934 London Passenger Transport Board STL Type Omnibus  
No. STL469
- 1935 L.P.T.B. Q Type Single-deck Omnibus No. Q55
- 1937 L.P.T.B. TF Type Coach No. TF77
- 1939 L.P.T.B. K2 Type Trolleybus No. 1253
- 1948 London Transport Executive Q Type Trolleybus No. 1768

In a future issue of the Journal a note will appear on the other LT preserved vehicles; in the meantime the above list is impressive enough, and indicates how worthwhile the Syon Park Collection will be when it opens.

## LT STAFF MAGAZINES

As reported in our last issue, the March 1973 issue of the London Transport Magazine was the last, as it is being replaced with a twice-monthly tabloid newspaper. This time of change seems to be the right occasion for a brief history of the staff publications of the Underground Group and its successors, and this is particularly true as the wheel is coming more or less full circle, as we shall see in a moment.

The first magazine of the Group was extremely modest, and commenced life as a direct result of the First World War; entitled "T.O.T. Fortnightly News" (T.O.T. standing for Train, Omnibus, Tram), it consisted of four pages only and was founded as an organ for subscribers and recipients of the Group's war relief fund. The contents included letters from members of the staff serving at the front and other items relating to the relief fund.

This first, modest, effort lasted only a very short time, being replaced in 1915 by a monthly called "News of T.O.T.". Also beginning in a modest way, this gradually expanded until, at the end of its seven-year life, the magazine had reached 26 pages.

In 1922 came the "T.O.T. Staff Magazine" which was larger still, consisting of 36 pages containing news of the system, social activities and staff views. This magazine was priced at one penny and twelve years later, in 1934, this price became reflected in the title, which was changed to "Pennyfare". This name also paid homage to the main source of revenue then - the penny fare. By this time of course, the London Passenger Transport Board had come into being, and it was probably the takeover by the Board that brought about the retitling of the magazine.

The Second World War caused drastic economies, and Pennyfare was reduced to a much smaller, coverless, magazine with a newspaper layout. Later in the war, increasing shortage of paper caused a reduction in the size of the pages by half, but it was then supplied free to staff.

This type of publication lasted right through to 1947, and it was in April of that year that the "London Transport Magazine" was first issued, at a price of 2d. Now this too has gone; it has been an excellent staff magazine, and a model of what a house journal should be - and by no means unadventurous.

Printed at various times in brown and in black, colour has been introduced on a number of occasions, and whatever the style, production has always been of a high standard. Photographs have always been an important feature of the "London Transport Magazine" and a very high photographic standard has always been maintained, to the great credit of the staff.

From April, the magazine has been replaced by a tabloid style newspaper entitled "LT News", published twice a month (on the first and third Fridays), so we are nearly back to the original fortnightly publication of 1914, although the new organ will be both larger and of wider content than its predecessor.

One interesting aspect of the "London Transport Magazine" has been its popularity with the general public, and for many years it has been on sale to passengers from Underground Booking Offices. The new paper will not be available thus, but annual subscriptions may be taken out by anyone wishing to do so. Rates are £1 a year for monthly despatch (i.e. two issues at a time) or £1.30 for twice-monthly posting as published. The Society is taking subscriptions at its Hammersmith meetings, but anyone ordering through the post should do so direct to LT News, 55 Broadway, London, SW1H 0BD, enclosing the appropriate remittance.

The writer acknowledges the London Transport Magazine as the source of most of the information contained in this article, and places on record that very many issues of the magazine, and of its predecessors, are held in the Society's Library.

P.R. Davis

#### LETTERS TO THE EDITOR

4 March 1973

Dear Sir,

Regarding the armrests referred to in Newsflash 1218. These armrests are NOT split level; they are the standard new type as are now being fitted to trains on other lines, except they are blue rather than red.

I believe that the armrests to be fitted on the 1972 Mk 2 stock will be black, but this needs confirming. These will be split level, similar to the type used on the 1967 and 1972 Mk 1 stocks, which are both coloured orange-red.

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

Yours faithfully,  
M.A.C. Horne

Dear Sir,

With reference to Mr. Borley's comments on my letter which appeared in the August 1972 issue of Underground, I would like to explain why I have used different systems of time record.

I have used the 24-hour system to indicate accurate times, taken from my watch, for the purpose of showing the intervals that occurred between events. I used the older system to show timings which were only recorded approximately while I was at Royal Oak.

In his comments, the Editor appears to be suggesting that there should be more than one time measurement system for the purposes of "variety"; to this I most strongly object. Different systems can, and indeed should, be used to indicate varying degrees of accuracy in measurement, or lack thereof,

St. Benet's House,  
327A, Mile End Road,  
London, E1 4NS.

Yours faithfully,  
M. Wilson.

14.3.1973.

Dear Sir,

I have a few ideas for booklets, etc., which I think would come in useful to members if produced.

1. Complete Underground Rolling Stock Lists, past and present; although lists have appeared in "Underground", I am sure a complete collection between two covers would be greatly welcomed.
2. Tickets of the Underground: a book containing types of ticket from early days to the present.
3. Maps of the Underground: a list did appear in "Underground" in 1969 but was too short and could be added to (Pre-1933 maps, and folder maps to present date)
4. Tube-car Builders: we hear the names countless times, but how about a few background notes?
5. Ancillary Equipment: a subject rarely touched on; a book on Signals, Track Maintenance, De-icing Equipments, etc.
6. Track Mileages: a booklet on distances between stations on the LT system - a book I would certainly like to have.
7. Depots, sheds, Stabling Points etc: a book on these important but little-known areas would not come amiss.

8. Complete, detailed, track diagram of the LT system: heard about once in "Underground", since died!
9. Complete historic map of the LT system: although I've seen a map of this nature somewhere, couldn't someone bring a map of this type to light, showing proposed extensions, openings and closings of stations, etc.

I hope I have stimulated someone's mind into seriously thinking about these ideas. I for one would certainly buy books of this type, and would even help in the gathering of information for some of them.

85 Clitterhouse Road,  
London, NW2 1DL.

Yours faithfully,  
J.C. Clarke.

16.3.1973.

Dear Sir,

Can any member answer the following questions on 1938 stock?

1. Is motor car 10306, the car with "observation" type windows due for scrapping under the "worst car first" scheme, for scrapping at Long Marston?
2. I have been told that there was another car of this type running a few years ago. Is this right?
3. Is car 012399 with the bench seats still running, and was it a trailer or a conversion from a non-driving motor car?
4. Were the 1938 stock cars delivered with white hand grips and opaque glass shades, and if so when were these scrapped? (The hand grips and shades that is!)
5. Are any of the 1938 stock cars now being withdrawn due to be used as "service stock", or as a supplement or renewal of the Isle of Wight ex-LT trains?

85, Clitterhouse Road,  
London, NW2 1DL.

Yours faithfully,  
J.C. Clarke

#### Editor's Comments

To Mr. Horne - Editor's error; correct information was received, but was misinterpreted in preparing the newsflash on armrests.  
To Mr. Wilson - probably the only proper way to record dates and times is by the method laid down by the International Standards Organisation, on which a note will appear in the Journal soon.  
To Mr. Clarke - Some of his ideas for books are already under discussion; as for his offer of help - we shall be in touch!

## NEWS FLASHES

1221 A Piccadilly Line train was derailed at Uxbridge at about 18.00 on 30-3-1973. The service was suspended for the rest of the day, and a special bus service ran from Ruislip.

1222 A collision occurred at Neasden Depot outside the old steam shed on 23-3-1973 involving no fewer than 24 cars of A and 1938 stocks.

1223 Charing Cross (British Rail) and Strand (Northern Line) were closed over the Easter holiday for the erection of an umbrella bridge in the forecourt of the main line station in connection with Fleet Line works. Strand station will be closed for about two years from June 1973 for reconstruction.

1224 The original parcels lift at Baker Street station is to be replaced shortly.

1225 Two cars with the new LT livery ran in service for the first time on Monday 19-2-1973; they were of CP stock.

1226 The new longer bridge carrying the westbound District and Piccadilly Lines over Bollo Lane reported in NF 1103 was slid into place over the weekend of 10/11-2-1973.

1227 See also 1225 above. CP stock cars 54268 and 53205 were seen at Earl's Court on Thursday 15-2-1973 with white car numbers and a white bullseye in the centre of each car side in place of the fleet name.

1228 A married couple from Upminster were fined £500 each, plus £26 cost each at Wells Street Magistrate's court on Monday 19-3-73 for fare bilking over a long period. This is believed to be the heaviest fine ever imposed for this type of offence.

1229 Leicester Square station was closed for a short time on Tuesday 10-4-1973 when smoke from smouldering grease in the escalator machine room filled the station and running tunnels with smoke.

1230 The foundation stone of the first underground railway in India was laid by the Prime Minister, Mrs. Gandhi, in Calcutta on Friday 29-12-1972. The line will be 10m long, have 17 stations and is expected to cost over £70m.

1231 Mr. E.W. Cuthbert has been appointed London Transport's Chief Civil Engineer from 14-5-1973 in place of Mr H.G. Follefant who is retiring. At present Mr. Cuthbert is Civil Engineer (Maintenance).

1232 A new Underground Rule book is now being issued.

1233 It is understood that a scheme is being considered for the removal of all speed control signals on the District Line.



## THE TIMETABLE

19.00 Monday 7th May at the D.M.O.'s Conference Room, Earl's Court Station; a Film Show presented by the London Transport Railway Club, to which TLURS have been very kindly invited by LTRC. Films to be shown include "The Last Drop" covering the last steam run from Moorgate.

19.00 for 19.15 Friday 11th May at Hammersmith Town Hall; an Illustrated Talk by A. Hawes on "Southern Region PEP Stock". This is a Joint Meeting with The Electric Railway Society, and both speaker and subject are very appropriate for such a meeting - the stock owes a lot to LT practice and the speaker, who is responsible for the stock on SR, commenced his career with London Transport.

10.00 Sunday 13th May ex Moorgate. London Transport's "Metro Tube Tour". Tickets £2-25 each from Fares and Charges Assistant, LT., 55 Broadway, London, SW1H 0BD. For further details see the Supplement to the March Timetable.

19.00 for 19.15 Friday 8th June at Hammersmith Town Hall; an Illustrated Talk on "The Work of the Consultative Panel" to be given by W.O. Skeat, B.Sc. (Eng.), F.K.C., C.Eng., F.I.Mech.E., Hon. M.I.W.E., Secretary to the Consultative Panel for the Preservation of British Transport Relics, and a Council Member and Editor to The Transport Trust.

Wednesday 13th June Visit to the Signal Shop, London Transport, Lillie Bridge. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first-class stamped addressed envelope.

19.00 for 19.15 Friday 13th July at Hammersmith Town Hall; Joint Meeting with The Channel Tunnel Association, which will be addressed by A.W.T. Daniel, M.A., Ph.D., M.I.C.E., M.I.T.A., A.C.I.T. on the London station for the Channel Tunnel. Dr. Daniel is Senior Lecturer in Civil Engineering, Queen Mary College, University of London, Chairman of the National Council on Inland Transport and Honorary Secretary to the London area of the Railway Development Association.

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## THE TAIL LAMP

A would-be traveller who missed his train at Whitechapel recently proceeded to chase it along the east-bound District track and got about a hundred yards from the station before being stopped. On being fined £3 at Thames Court subsequently he was advised by the magistrate that he could run after a bus but not a train: the fine was for being drunk and disorderly, not for trespass.

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