

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 146

Volume 13 No 2

February 1974

THE SOCIETY AND THE CRISIS

The present industrial crisis has affected the Society in the same way as it has disrupted Britain generally. Members will already know from the inserts to the January issue of Underground that the meetings for January and February have been rearranged, to take place now on Saturday mornings. The reason for this is that Hammersmith Town Hall is not available during the evenings at present for meetings such as ours - and during the emergency it may not be possible to use a projector even on Saturdays, as use of electricity may be banned completely and not only prohibited for lighting.

The visit to Richmond Signal Box has been postponed indefinitely, for the simple reason that BR Southern Region have no idea whether trains will be running or not - and have expressed the view that we might find it more interesting to go when there was reasonable certainty of something happening on the tracks below!

The Committee have considered the position generally, and despite inevitable changes to the programme, it has been agreed that members should be offered as normal a programme as is possible under the circumstances. Everyone may rest assured that no effort will be spared to ensure that events take place and to overcome the obstacles now being encountered.

Please read The Timetable very carefully for the time being. Most entries will be marked as provisional, and will be subject to confirmation in a future issue of Underground, or, if it is a bookable event, by notice direct to the members concerned. If an event is not marked provisional it may be assumed that difficulties if any have been overcome and the event will take place unless the emergency regulations are tightened still further and in such a way as to make it impossible to hold.

With regard to Underground itself, as our printer is on a three-day week like everyone else, production may be delayed, although it is hoped to bring the press-date forward for the March issue and onwards to counteract printing delays.

It has been noticed that, for the past month or two, postal deliveries have been much delayed, in some cases to an extent much greater than could be expected from the Christmas rush. Presumably this has been due, at least in part, to the ASLEF strike, but it cannot be entirely accounted for in this way, as London members' journals have been as much affected as those further afield. Representations have been made to the Post Office, giving details of some of the more inexplicable mishaps, and it is hoped that this action will go some way at least towards improving delivery - for it is suspected that much of the trouble lies with the local office in the area from which the journal is despatched.

A STATION RENAMING QUERY

Attention has been drawn to a rather curious entry in the Southern Region General Circular No 740, dated 24 March 1973. This entry reads as follows:-

740-3 Commencing with the introduction of the new public timetable in May the following L.M. stations will be renamed:-

| | |
|-------------------------------|----------------|
| From Amersham & Chesham Bois | To Amersham |
| " Chorley Wood & Chenies | " Chorley Wood |
| " Gospel Oak (for Highgate) | " Gospel Oak |
| " Kenton (for Northwick Park) | " Kenton |

(ref UG 5910/3)

As these stations all appeared to have been renamed years ago, it seems a little odd that such a notice should be necessary in 1973, and any further information on the 'mechanics' of the operation would be gratefully received.

This appears to be the reverse of the Bromley/Bromley-by-Bow change, in which case the official change took place about a year before the station nameboards were changed!

A LONDON TRANSPORT EXPERIMENT IN ARTICULATION.

H. Clarke

The design of rolling stock on London Transport is continuously evolving, and frequently individual cars are modified to provide service experience with new equipment. Often these modified cars are not externally different, and even the observant traveller is unlikely to be aware that Central Line car 1708 has "Stockholm" type body bolsters, which were the prototype for the 1967 Tube Stock, or that another Central Line car (1670 at present) has aluminium alloy bogies. Sometimes the differences are immediately obvious, as in the case of 1938 Tube Stock car 10306, which with its circular door pocket windows and curved roof and door lights was intended as a prototype for the 1952 Tube Stock which never materialised. The construction of an articulated unit is in this latter category.

Because the energy of fuel consumption is directly proportional to the weight of the train, any saving in weight assumes considerable significance. The use of light alloy body panels on London Transport stock built over the last fifteen years is one small manifestation of this trend. Since the bogies of a car contribute significantly to the total weight, consideration was given to the feasibility of designing a two-car articulated unit, which required only three bogies.

On 15th May 1969, 10011 and 11011, two of the 1935 Tube Stock cars which had been displaced from the Epping-Ongar shuttle service by standard 1962 Tube Stock units, were transferred from store at Ruislip to Acton Works, there they were converted into an articulated unit using three specially designed bogies. The two outer motored bogies were of lightweight construction and the inner common bogie was of steel. The cars were not repainted or renumbered and came out of the works on 3rd August 1970.

Very comprehensive testing of the bogies using strain gauges followed, the unit frequently running between Acton Town and Northfields on the test roads, with trips to High Street Kensington, Hounslow West, Rayners Lane, and to Ealing Common Depot for the loading and removal of the specially-designed weights which are placed inside cars to simulate loaded conditions. A total of 688 miles was covered during testing.

By the end of August 1971 testing had finished and the unit was "commandeered" by the Acton Works authorities for shunting duties, its long span of shoegear (about 64ft 6in) making it very useful when crossing current rail gaps at low speed.

It should be interposed here that the unit had never been intended to run in passenger service. Although testing had proved the design to be satisfactory, "odd" units tend to be a nuisance to both Operating and Maintenance staff and, of course, there are no two-car trains now operated by London Transport. The unit was, therefore, transferred to service stock and the cars were repainted maroon at Acton in May 1972, receiving the numbers L14A and L14B in the service list. This was the third colour the cars had carried, originally they were red and then repainted "silver" in the early sixties to match the 1962 Tube Stock on the Central Line.

It is too early to say whether London Transport will design an articulated Tube stock, nevertheless the information and riding experience derived from testing this unit has added considerably to the knowledge of bogie performance.

The author wishes to thank Mr J.Graeme Bruce, Rolling Stock Engineer (Railways), London Transport, at the time of the original publication of this article, for permission to publish.

The article first appeared in the "Railway Observer", and the Editor wishes to thank the Editor of that magazine, and the Railway Correspondence and Travel Society, for so readily giving permission for it to be reprinted in the pages of "Underground".

To bring the story right up to date, the author has supplied the following postscript:

I might add as a footnote that we are now not contemplating an articulated stock, but the outer motored bogies will be fitted to one of the cars of the last trains of the 1972 Mark 2 tube stock.

MORE ABOUT "METRIC MILEPOSTS"

There still seems to be much confusion about how kilometre posts on LT work. In this article it is hoped to make things rather more clear

Kilometre posts are based on Ongar. This does NOT mean that all the posts give the distance to Ongar.

Taking the Central Line first, Ongar is at 0 km. All Central Line stations on a direct line from Ongar therefore have post giving the distance from Ongar. The first problem

occurs on the Hainault loop. There are three ways of coping with this:

1. Number posts independently of the main system.
2. Number posts UPWARDS from the junction.
3. Number posts BACKWARDS (i.e. DOWNWARDS) from the junction.

Method 1 really defeats the object of a uniform system and, in fact, so does method 2. In the case of 2, and Eastbound train from London to Hainault (via Newbury Park) would pass kilometre posts which DROP from London to Leytonstone, then INCREASE for the remainder of the journey; this is, obviously, not good. Furthermore, it would pass several posts of the same value TWICE on the same journey!

The solution is method 3. In the instance referred to, kilometre posts will be numbered backwards from Leytonstone to Hainault.

Leytonstone is 26.4 km measured from Ongar, and Hainault is 9.7 km from Leytonstone. As Hainault is measured from Back from Leytonstone it will be at post 16.7 km. So our London to Hainault train now passes posts which drop all the way to Hainault; furthermore, they drop at the same rate all the way. Notice that Hainault may be 16.7 km based on Ongar, but it is by no means 16.7 km from Ongar.

The northern section of the Hainault loop works back from Woodford Junction, so Hainault has in fact got two distances! Hainault should always be considered as two different places on the same spot. The kilometre reading (15.6 via the Northern section and 16.7 via the Southern section) should always be given as the one appropriate to the part of the loop one is talking about, although the official boundary is just north of the station.

Obviously the originating point of the system must be sufficiently far from any long branch to prevent the back-numbering from falling below zero - if it did, IT would be the originating point. Ongar is eminently suitable from this point of view, being miles (or should that be kilometres?) from anything.

Transmitting the system to other lines is no problem; it is carried out either where lines meet at junctions, or at stations with cross platform interchange. Thus the District picks it up at Mile End (33 km) and numbers forward towards Ealing, and backwards towards Upminster (about 12 km).

As can be seen, Upminster is 12 km for EXACTLY the same reason that Hainault is 16.7 km - to provide a continuous series of measurement on any one line.

The Piccadilly line picks up from the District Line at Barons Court, the Victoria Line from the Piccadilly at Finsbury Park, and

the Northern Line - Highbury Branch from the Victoria Line at Highbury and Islington.

The following table may help:

| <u>TO</u> | <u>FROM</u> | <u>VIA</u> | <u>POINT</u> |
|--------------|--------------|------------------|--------------|
| District | Central | Mile End | 33 km |
| Metropolitan | Piccadilly | Rayners Lane | 65 km |
| Piccadilly | District | Barons Court | 48 km |
| Victoria | Piccadilly | Finsbury Park | 34.5 km |
| Northern | Piccadilly | Kings Cross loop | 38 km |
| Highbury Bch | Victoria | Highbury | 36 km |
| East London | District | Whitechapel jcn | 35 km |
| Bakerloo | Metropolitan | Finchley Road | 50.2 km |

The northern section of the Circle is numbered as part of the Metropolitan, changing to the District system at Praed Street Junction on the High Street Kensington line - and Aldgate or Aldgate East Junction on the other side.

If only mileposts were so straightforward.

TUBE TRAINS ON THE EAST LONDON

Because of the continuing shortage of stock on the District Line, it has been decided to operate the East London Line with 1938 tube stock. The COP stock used on the East London up to now will thus be released to augment the stock available for use on the District.

The East London has been a hybrid line for some years now, being operated by the Metropolitan with stock supplied by the District. On 20th November 1973, London Transport announced the intended change to stock from the Bakerloo Line; it was then intended that the change should take place just before Christmas, and certainly before the end of the year. From Monday November 26th, the peak-hour service on the Line was reduced from five trains running at 6½ minute intervals to four trains at 8 minute intervals, to allow for crew training on the tube stock.

In the event, this operation took longer than expected, and the changeover did not, in fact, take place until Sunday 13th January 1974. COP stock maintained the service until the close of traffic on the 12th, the last scheduled train being that leaving Whitechapel for New Cross at 00.29½, arriving there at 00.40 and departing empty for New Cross Depot at

00.44, Sunday 13th January 1974.

The change of stock is intended to be permanent, and it is proposed to raise the track level at all East London stations in due course to lessen the height of the step up from train to platform.

LETTERS TO THE EDITOR

11 October 1973

Dear Sir,

Referring to two questions arising out of the October Journal.

1. As trains have to be removed from service if a door pilot light failure occurs, London Transport have adopted the policy of duplicating the lights, so if one fails the other will still be operative.

Initially, on the 1938 tube stock, the old light beneath the ventilator was removed (and the hole covered up) and the two new lights fixed on either side of the ventilator, holes being drilled if necessary (there are two kinds of ventilator grille). The first cars of this type were modified late in 1969. The initial 12 cars concerned all operated on the Northern Line, and were all 'END' Driving Motors (i.e. cars that usually form the ends of trains where the guard would use the panels most often). Late in 1970, cars on all 1938 stock lines started to be modified in this way.

Soon after this it was realised that holes already exist in the guards' control panels roughly in the same position that the pilot lights occupy on modern stocks: in all future modifications the pilot lights were placed here; the first cars (10284, 11284) were put into service in April 1971. Ironically, these holes had just been covered with metal plates, and now these had to be removed again - this proved rather difficult and only a few cars were modified in this way. The present trend is to drill fresh holes in the plates, and to use a different kind of spectacle glass in front of the lamp.

The holes in the control boxes originally housed orange lamps which were illuminated when the guard operated the 'passenger open' button and released the passenger door relay. It was to remind the guard that the doors were electrically released and operable by the passengers, although he might still be getting a pilot light. The orange light was extinguished when he operated the close button.

The passenger control of doors system was taken out of use in about 1959, but the coloured glasses remained in position (although

the bulbs had been removed) until early 1969, when they were gradually removed and the holes sealed off. Some of the carriages which were fitted with dual pilot lights in the ventilator grille have been modified again, and had lights moved to the control boxes.

It was intended that ALL 1938 stock would be fitted with dual pilot lights, but it is doubtful whether cars due to be scrapped so soon will be modified.

Fitting with dual pilot lamps is nothing to do with fitting cars with external door indicators, which requires considerable rewiring and is being carried out to a limited number of 1938 stock trains during Extra Heavy Overhaul.

2. The query voiced in Newsflash 1289 regarding 'X' prefixed automatic signals, three signals (all on the eastbound line) are affected; X125, X127 and X129, which are Royal Oak Home, Starter and Paddington Home respectively.

These three LT signals are connected to the BR derailment detector on the adjacent WR goods line. If a derailment is detected these three signals will be thrown to danger. LT staff can reactivate these signals if it is established that no blockage of LT lines has occurred.

In addition to warning LT staff of possible danger, the detector provides a continual white aspect on a special BR signal in sight of the WR shunter. If the detector is operated, this white aspect is removed.

Yours faithfully,

M.A.C.Horne

33 West Avenue
Hendon,
London, NW4 2LL.

Dear Mr. Davis,

Your recent review of Peter Haining's 'Eurotunnel' correctly pointed out the number of factual errors in that publication, but unfortunately has perpetuated one of them.

The side elevation of a compressed air locomotive mentioned in the review (see page 65 of 'Eurotunnel') is of a machine far too large for the experimental seven-foot diameter pilot tunnel at Shakespeare Cliff, known to have contained a two-foot gauge tramway. It is, however possibly of greater

interest to Underground enthusiasts.

The drawing was probably based on a standard gauge locomotive designed and constructed to the specification of the resourceful Col. Beaumont in 1880, and which operated at a boiler pressure of 1,000 lbs p.s.i. In that year it was tried on the Stratford and Leytonstone tramway and subsequently on the Metropolitan District and South Eastern. On the latter it ran fourteen miles before the compressed air ran out; while J.S.Forbes, when questioned in 1883 by the Joint Select Committee on the Channel Tunnel, was loath to admit its success, pointing out that the District trials had not taken place under normal working conditions.

Forbes' viewpoint was no doubt influenced by the fact that compressed air traction was proposed for Sir Edward Watkin's rival Channel Tunnel scheme. Forbes' tunnel was to commence further east than the Submarine Continental Railway, as promoted by Watkin, giving direct connection with the London, Chatham and Dover Railway. Sir John Hawkshaw, engineer for Forbes, favoured steam traction and proposed a ventilation system in which foul air would be pumped out through drainage shafts, to be replenished with fresh air pumped along air passages below the tracks in the main tunnel.

Hawkshaw claimed that the worst ventilated portions of his tunnel would contain a much smaller proportion of carbonic acid in the air than was normally experienced on the Metropolitan Railway, while the average amount of carbonic acid would be less than that found in London theatres and in the Chancery Court!

The Select Committee was also informed that electric traction, pneumatic and rope systems had been studied.

A compressed air locomotive was in fact constructed for use in the main heading at Shakespeare Cliff and in November 1882 was installed on the narrow gauge tramway. On one occasion at least it was employed to haul a party of visitors from the North of England Institute of Mining and the German Grand General Staff to the extremity of workings, some two thousand yards. But by this time the Military had put a stop to all work and the engine was removed from the heading for use on the surface tramway at Shakespeare Cliff.

Yours sincerely,

Tony Travis

36 Wentworth Hill,
Wembley Park,
Middlesex.

7 December 1973

Sir,

Kilometre Post and Mileposts

I refer to Mr Badman's letter in the Journal for December. I quite fail to see how the Metric System can be described as "new-fangled" having regard to the fact that it was in use in some countries before there were railways. The use of the metric system was authorised in Britain by Act of Parliament in 1897 and many people consider the Government should do everything possible to hasten the change. Most Members and former members of the Commonwealth have changed to Metric or are in process of doing so, and unless we wish to sink to a tenth rate nation we cannot remain in splendid isolation much longer with our complicated weights and measures.

The Act of 1845 is well known and probably if Mr Badman writes to London Transport he will receive an official answer to his question about the Victoria Line.

167 Cornwall Road,
Ruislip,
HA4 6AE.

H.V. Borley

Dear Sir,

Compulsory Stop at Mansion House

About twenty years ago I was told by a District Line guard that, as a mark of respect to the Lord Mayor of London, all trains had to stop at Mansion House. He was the sort of person who delighted in pulling my leg, and, frankly I never believed him until recently, when, in reference to an additional train, I saw a paragraph in an old Traffic Circular to the effect that "the compulsory stop at Mansion House is to be observed". So perhaps the guard was not pulling my leg at all.

Can any of your readers please throw further light on the subject, in particular (a) the origin of the instruction, (b) whether it applied to all trains including empty stock and engineers' trains, (c) whether the instruction still stands and (d) whether the instructions apply to any of the other lines passing through the City, namely the Central and Northern Lines.

So far as I am aware, there are no instructions in the Sectional Appendices to the Rule Book, nor in Supplements to Traffic Circulars.

Yours faithfully,

7 Cavenham Close,
Woking,
Surrey.

V. Badman

PROGRESS AT SOUTH KENSINGTON

The reconstruction of South Kensington Station is well on the way to completion now. On Sunday 30th September 1973 the new interchange passages, stairs and escalators between Piccadilly and District lines' platforms were brought into use, the lifts being used for the last time at close of traffic the previous day (i.e. in the early hours of Sunday 30-9-1973). These lifts, which were 66 years old, were unique on the LT system in that they had two stopping levels at their lower end, serving eastbound and west-bound Piccadilly Line platforms (which are at different levels) separately. In all other situations on LT where similar conditions apply, the lifts have only one lower landing place, passengers making their own way to the different platforms.

On Sunday 20th January 1974 the next stage was reached when the upper bank of escalators, providing a direct link between the booking hall and the Piccadilly Line platforms; these escalators terminate at the lower level in the same intermediate concourse as is used by the interchange escalator bank.

The booking office in the old District/Circle ticket hall is being replaced by a larger booking office which will serve all lines; this is on the platform side of the ticket hall opposite the old office which occupied the area between the two staircases leading up to the entrance arcade. The ticket hall itself is being enlarged, and to assist in this work the bookstall in the hall has already been removed - which is not so great a loss as there is another stall, which remains open, in the entrance arcade, at the entrance to the old Piccadilly Line booking hall, now closed with its ticket office.

Reconstruction work is costing well over £1m, and both the Government and Greater London Council are paying part of the cost.

REVIEWS

Books

Alan A. Jackson; *Semi-Detached London*; 381 pp, 8 $\frac{3}{4}$ " x 5 $\frac{3}{4}$ "; 24 pp illustrations; London, 1973; George Allen and Unwin Limited; £6.50.

Alan Jackson's new book will commend itself to all serious students of London and London's transport. The histories of some of London's suburbs have been covered before, mostly in the form of local history society pamphlets. This, however, is the first full-length survey of the vast expansion of suburban London between 1900 and the outbreak of the Second World War.

It is a large subject - and Alan Jackson has written about all its aspects with distinction. The book includes general chapters about the different periods of suburban development - and some first-class studies of individual suburbs. Of particular interest to readers of this Journal will be those of Golders Green, Edgware and Watling, all with Underground connections, as well as the general chapter on suburban transport. But one of the points which is brought out so successfully is the complete integration of the suburban development of the period with the development of transport facilities - the latter preceding the former in many cases. Thus the whole content of the book will be of value to those interested in London's transport. The new ground that has been broken by this study will, it is to be hoped, be developed further. 'Semi-Detached London' sets a very distinguished precedent for his work, and students, future authors and general readers alike owe Alan Jackson a debt of gratitude, for this major work.

Airfix Magazine Annual 3; 96 pp, 9.8" x 7.4"; Cambridge, 1973; Patrick Stephens Limited; £1.25.

One of the two railway items in the Annual is described as "How to build a freelance version of London's Underground Railway". The proposed layout, based loosely on the Inner Circle and some of its former goods depots, includes a double track continuous loop in a deep cutting, opening out to allow for station platforms. Goods operation is inspired by the erstwhile service to Smithfield Market. The rolling stock shown on the layout is so freelance that it is best left undescribed, but there are some interesting photographs of a Metropolitan coach based on the famous Hambling's lithographs.

Bennis Gill; Transport Treasures of Trafford Park; 98 pp, 11.5" x 8.5"; 169 photographs and folding map; Glossop, 1973; The Transport Publishing Company; £1.50.

This book starts with a short history of the Trafford Park Trading Estate, and concludes with a folder map of the estate, showing the locations of major factories, and roads, railways, tramways and canals. In between, there is a fascinating collection of photographs of the factories and streets of Trafford Park, and all forms of transport connected with the estate, rail, road, ship, barge and aeroplane. The American Car and Foundry Works are clearly shown on the map, and there is an interesting photograph of a train of newly-assembled Bakerloo cars being hauled away by two tank engines. Another photograph shows a triumphal arch for a royal visit with a full-size cut-out of a tube car. A group of photographs shows three S-type buses operated by the Trafford Park Estates - judging by the typography of a private hire handbill, the "package deal" must have included the Underground group printing the publicity! Other photographs give a good impression of the vast scale of the British Westinghouse (later Metropolitan Vickers) electrical works. Highly recommended for its variety.

Route Diagrams

London Transport Diagram of Underground Lines; No 1 1973.

This edition is the first to show the temporary closure of Strand station, and to show the Bakerloo north of Queens Park as "Peaks only - main service BR" (in printing so microscopic that it is difficult to read). Although the layout of lines is generally similar to that of the previous diagram, several changes have been made to the alignment of lines and the spacing of stations, possibly to allow for the later inclusion of the Fleet Line. Hounslow West to Acton Town now occupies 0.8" instead of 1.2", so that there is now a margin of 0.9" from the former station to the edge of the map. The distance between the Central and District Lines in Central London has been increased, and the Waterloo & City Line made "kinky" instead of straight. The East London Line has been completely redrawn, with Surrey Docks station being shown at the junction of the two southern branches. All station names are in upper case lettering, instead of only the terminal and interchange stations. The lines are no longer shown in alphabetical order in the key, and there are curious enlarged grid squares at the western and eastern side of the diagram, which waste space at the expense of "squashing up" the lines.

Apart from the alteration to the Bakerloo Line, all other changes seem to be retrograde- and have made the diagram harder to read than

its predecessor. And why such continued reticence about Piccadilly trains serving Turnham Green?

North Thames network and Off-peak Services; British Rail Suburban network map and frequency of Off-peak Services; British Rail - Southern Region both published by BR, 1973, both free.

Two excellent route diagrams in folding form on card, slightly larger than the pocket version of LT's diagram, multicolour printing, and incorporating a great deal of useful information. One valuable innovation is that the shape of the station indicating marks tells you, with the aid of a key, the frequency of off-peak services to that station. Line colours are determined by the London terminus they commence from, while other coding marks show interchanges with LT and BR, routes common to LT/BR and the station index shows the stations closed on Sundays, or on Saturdays and Sundays. Two very attractive and useful publications.

SOCIETY NOTICES

ANNUAL GENERAL MEETING

This is being held on 23rd March at the Science Museum; further information appears in The Timetable on the back page. Formal notice will, all being well, be sent round as usual, but in view of the emergency, please take this and the Timetable notes as your official intimation of the holding of the meeting.

JOURNAL CORRECTION

It is regretted that, due to a printer's error, the year is incorrectly stated in line 6 of the note in the January issue referring to Sir John Betjeman's gift of a painting to Syon Park LT Collection (page 4). It should, of course, be 1865 not 1965.

EAST LONDON LINE PHOTOGRAPH

The Society has been asked if it has a photograph of a steam train running through the Thames Tunnel - ideally one bound for Brighton in the old East London Railway days. This is wanted by the Brunel Exhibition Project Rotherhithe, and unfortunately there is no suitable photo in the Society Collection. If any member has one and is willing to lend it, or knows of the whereabouts of one, please let the Editor know

as soon as possible at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

JOURNAL ILLUSTRATIONS

For the moment, in view of the three-day week, illustrations are not being printed in Underground, so as to save production time in making the plates. Therefore certain articles - such as the one in this issue on the articulated unit - which would normally be illustrated will have to appear unadorned with photographs. Needless to say, a reversion to normal will be made as soon as practicable and any illustrations considered essential to articles which have already appeared will be inserted in a later issue.

JOURNAL BINDERS

Binders are once again available for the journal. These hold 24 copies and are in blue with "The Journal of the London Underground Railway Society" gold blocked on the spine. Normally available at meetings.

GLIAS BOROUGH CORRESPONDENTS

Members will be aware that the Society is a member of the Greater London Industrial Archaeology Society, and may like to know that they have just introduced a new scheme with a view to making their organisation more efficient. For some time a need has been felt for more effective local activity and representation, and it has just been announced that, with this object in mind, GLIAS is to appoint one of its members as Borough Correspondent in each of the London Boroughs. A pamphlet has been published recently, entitled "GLIAS and the Local Organisation of Industrial Archaeology in London"; this gives full details of the scheme, and explains that it is by no means the intention to create a new society in each borough, but to co-ordinate the efforts of local archaeological and historical societies with those of GLIAS and to provide local GLIAS representation. Such a move would seem to be eminently desirable, and deserving of success. Further details of this scheme can be obtained from the Secretary, Vere Glass, 69 St Peter's Road, Croydon, Surrey, CRO 1HS.

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THE TIMETABLE

10.30 Saturday 9th February at Hammersmith Town Hall; A Talk by D.F.Edwards on "London Transport Publicity", illustrated by actual examples of LT publicity material. D.F.Edwards is a member of the Society, and some years ago gave us a talk on the same subject which was most interesting and informative - as no doubt this one will be.

Saturday 23rd February Visit to Baker Street station; names to S.E.Jones, accompanied by a first-class stamped addressed envelope, at 113 Wandle Road, Morden, Surrey, SM4 6AD.

19.00 for 19.15 Friday 9th March at Hammersmith Town Hall; provisional; a programme of London Transport Archive Films presented by LT. If arrangements are confirmed in time, full details of the films to be shown will appear in The Timetable next month; for the moment it can be said that ten films have been booked, made between 1948 and 1969 - most of them in the 1940's and 1950's.

14.30 Saturday 23rd March in the Council Room, Science Museum, South Kensington, London, SW7. Annual General Meeting of the Society. The Council Room is on the Second Floor of the Museum, opposite the lift. Members will be expected to pay the normal 10p admission fee to the Museum, but this will be refunded by the Society on arrival at the meeting. Members will also be expected to have their 1974 membership cards on them to gain admission to the Council Room. Proposals for changes to the Rules of the Society and Nominations for service on the Committee should be sent in writing to the Secretary at 113 Wandle Road, Morden, Surrey, SM4 6AD to reach him by 15th February 1974. Because of resignations, co-options, etc there are five vacancies to be filled this year - three members retire by rotation, one was co-opted and is eligible for re-election, and a vacancy to be filled - but only four retiring members to fill them. Those retiring are Messrs P.R.Connor, D.F.Croome, R.J.Greenway and M.A.C.Horne, and all are willing to stand again.

THE TAIL LAMP

When the oil crisis burst upon us, shortly followed by the industrial shambles, there was considerable correspondence in The Times on the "end of an era" theme. Mr L.G.Turton of the City of Birmingham Polytechnic- commenting on this in a letter published 22-12-1973 draws attention to "a simple and logical historical conclusion which appears to have been overlooked; is it not likely that the nation which was the first to accept the industrial society should be the first to reject it?".
