

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE PRESIDENCY

As will have been seen from the separate notices circulated to members, the Annual General Meeting of the Society will be held this year at the Science Museum on Saturday 23rd March. In accordance with usual practice, the Vice-Presidency and Presidency will change on that occasion, and our present President, Charles F. Klapper, FCIT, FRGS retires and joins our other distinguished Past Presidents. As is also customary, our Vice-President, Harry W. Paar, takes over the Presidency, and the Society is pleased and honoured to be able to announce that Sir John Betjeman has accepted the office of Vice-President for 1974/75.

Biographical notes on the new President and Vice-President appear below, and it is a pleasure to extend the heartfelt thanks of the Society to Charles Klapper for his services over the past two years, successively as Vice-President and President. He has filled both these offices most ably, and has been most helpful to the Society. It is to be hoped that the friendly relationship which has grown up will be continued for many years while he is one of our Past Presidents.

Now the new officers:

President - Harry W. Paar

Already well-known to the Society when he first assumed the Vice-Presidency, Harry is even better-known now, having recently addressed a Society meeting on the Loughton Branch of the Eastern Counties Railway. But his original contact with TLURS goes back almost ten years, as he first spoke at one of our meetings in November 1965, his subject then being "Searching for Railway History", and he has been a member of the Historical Research Subcommittee since its inception in 1966.

Harry Paar was a Navigator in the Royal Air Force during the Second World War, and was an engineering draughtsman for many years. He is now the Technical Information Officer of the Institute of Marine Engineers.

Harry's connection with the railway aspects of transport is of very long standing; he is Honorary Research Officer of the Railway and Canal Historical Society, a post he has held for many years and which provides a very useful link between that Society and TLURS. He is also well-known as a writer on railways, being the author of two books on the history of railways in the Forest of Dean and of numerous magazine articles on transport history sources and kindred subjects. He is also a Lecturer at Goldsmiths' College, University of London, and elsewhere.

Present research being carried out is on the transport and industrial history of the lower Wye Valley and Herefordshire generally, thereby strengthening the links between the history of transport and industrial archaeology.

Harry is 52, is married with two sons, and hopes to continue to serve the Society during his Presidency as actively as he has been doing recently; apart from his President's Address later in the year, it will be seen from the Advance Notice in The Timetable this month that he is to be joint leader of a Study Tour of the north-eastern end of the Central Line in the Spring. It is the Society's hope that he will enjoy his year of office.

Vice-President - Sir John Betjeman

Sir John is already so well known and has had such a distinguished career that it is difficult to know what to write about him. Born in 1906, he was educated at Marlborough and Oxford, served the Government as United Kingdom Press Attache in Dublin during 1941-42, and was later at the Admiralty - but he is, of course, best known for his writing and architectural preservation activities. He was created CBE in 1960, made a Companion of Literature in 1968, knighted in 1969 and appointed Poet Laureate by Her Majesty the Queen in 1972. Other honours conferred on Sir John include honorary degrees from Aberdeen, Reading and Birmingham Universities, and, to mark his great work in the preservation of our architectural heritage, he has also been made an Honorary ARIBA.

These two spheres, poetry and architecture, have occupied most of Sir John's time for many years, but his love of and feeling for old railways run through many of his works.

Railways generally, including the London Underground, provide the subjects for a lot of his poems and form a background to a number of others, while his recent book "London's Historic Railway Stations" shows that it is railway buildings as well as trains that provide his inspirations, and in fact they provide a link between his poetic and architectural interests. A prominent member of the Victorian Society and other similar bodies, Sir John has long campaigned for the preservation of all that is best from the life of the past, and he has recently become well known as a television personality. His programme on Metro-Land, with some very historic railway film, was so well received that it was the first programme to be shown for a second time in a series of repeat screenings put on in response to viewers' requests. He has also been a most successful member of the team in a recent tv quiz game, and has for long been a broadcaster.

Sir John's first contact with this Society was about ten years ago, when he gave the Editor permission to publish one of his poems in the pages of this Journal. In accepting the Vice-Presidency, he has been kind enough to say that he is honoured to be associated with the Society. It is our view that the honour is entirely ours, and we welcome Sir John to office with the hope that he derives pleasure from his association with us, being sure that we shall gain greatly from his friendship.

NUMBERING OF WORKING TIMETABLES

It has not previously been noted in these pages that LT introduced a new system for numbering railway working timetables during 1973. Under the new system, prefix letters are being used, as follows:

- A - normal service
- B - 15 per cent reduction in service all day
- C - $7\frac{1}{2}$ percent reduction in Monday-to-Friday peak service

This new system applies to the WTT's for all LT lines, and the B and C tables replace the emergency tables previously in use.

REVIEWS

Books

George Dow; Railway Heraldry and Other Insignia; 269 pp
9 $\frac{1}{4}$ " x 6 $\frac{1}{4}$ " inc 24 colour plates; Newton Abbott, 1973;
David and Charles Limited; £8-75.

This very expensive book is a good account of an aspect of railways easily overlooked, and which certainly receives little attention from the average enthusiast; as such, it is essential reading for those who are interested in the subject, and could well prove absorbing to those with other railway interests. It is not an easy field to deal with adequately, and Mr Dow has done well; unfortunately he has some very obvious prejudices on certain railways and on certain aspects of others - prejudices which are completely irrelevant to the subject-matter of the book but which are aired therein nevertheless. It would have been a **better** book without them.

Andrew Green; Our Haunted Kingdom; 1973; Wolfe Publishing Co;
£4-25.

That England is a much-haunted country, and London one of the most ghost-ridden cities in the world is pretty general knowledge. This book deals in great detail with the ghosts of London - and of course covers those haunting the Underground. There are more of these than might be realised - Aldgate, Bank, Covent Garden and Ickenham stations and the substation at Baker Street among them. The book is right up to date, sightings less than two years ago being recorded. Slightly outside the usual sphere of Underground railway literature, but very interesting indeed.

Kit Pedler & Gerry Davis; Mutant 59 The Plastic Eater;
Pan Books, paperback, 252 pp; 40p.

A fanciful science fiction thriller by the creators of the BBC-TV series "Doomwatch" and first published in 1971. A new bacillus appears which eats plastic, first slowly, then faster and faster. With the widespread use of plastics today, especially in electrical insulation, this brings chaos and catastrophe to London, and in particular the Underground.

About a third of the action of the book takes place in the tunnels of the Underground, which becomes one of the principal sources of infection.

The book is a strange mixture of well-informed fact, inaccuracy and sheer fantasy. For instance, at one point there is a very accurate description of King's Cross station, probably culled from "The Story of the Victoria Line", but further on, mention is made of non-existent lines and stations. In another place a trainload of passengers is detained owing to a signal failure; although the traction current is cut off, the train lights apparently stay on. Yet a fairly accurate description of "Coburg Street Control Centre" (sic) is given. There are other inconsistencies; perhaps these arise through inadequate liaison between the co-authors. Nevertheless it is quite an exciting adventure although the reader is blinded by science more than once.

John Wyndham; Jizzle; New English Library, 1973; first published 1954; paperback, 191 pp; 30p.

Fifteen short science-fiction stories, one of which, "Confidence Trick", concerns a crowded rush-hour Central Line train. Suddenly the lights go out, and when they come on again, only twelve passengers are left in the whole train - which travels on at high speed for several hours without passing any stations and going downhill all the time. Eventually it draws up in Hell - the twelve have been killed in an accident...

Not one of the author's best stories but some in the book display all the imagination and wit of a man who was a master of English science-fiction. Incidentally the front cover carries a picture of a Victoria Line train with Holborn on the destination blind!

John Godey; The Taking of Pelham One Two Three; 316 pp; London, 1973; Hodder & Stoughton; £2-40.

An exciting American crime thriller about four men with submachine guns who hijack a New York Subway train, which started its journey from Pelham Bay Park at 1.23 pm - hence the name of the book. The hijackers hold the passengers hostage and demand a million-dollar ransom from the City of New York, to be paid within one hour - thereafter they will shoot one passenger a minute until the money is received. The book gives an excellent insight into the operation of the New York Subway, great care has been taken over detail and the plot is meticulously worked out. Godey is a pseudonym for Morton Freedgod and he keeps the reader in suspense until the last page. A very convincing novel.

LETTERS TO THE EDITOR

29.1.74

Dear Peter,

PROGRESS AT SOUTH KENSINGTON

I was interested in the article under the above-mentioned heading in the February issue of Underground, but in the interests of historical accuracy I would point out that the combined District/Circle/Piccadilly ticket hall did not open until Sunday 21st October 1973, so that the lifts lingered on until the close of traffic on 20th October.

From 21st October 1973 until 19th January 1974, passengers proceeding from the Piccadilly Line to the street had to use the lower escalators and continue via the District platform, i.e. they had to raise themselves from the top of these escalators to the street by their own muscle power.

Yours sincerely,

6 Launceston Gardens,
Perivale, Greenford,
Middx. UB6 7ET.

Desmond F. Croome

29th January 1974

Dear Mr. Davis,

I have been slightly amused by the answers given to the query concerning "X" signals on London Transport Railway, but interested nevertheless. But all the answers seem to indicate that it is only on the H & C lines that these signals exist.

This is not so, as the Railway Rule Book dated 1933 (Reprint 1949 including Supplements Nos 1 to 16) states at Rule 35 Clause (c) as extended by a subsequent supplement,

"At certain places on London Transport Railway, the automatic stop signal in rear of a controlled section is distinguished by the identification letter/s of the signal box followed by the letter "X" and the number of the signal. Such signals must be regarded as semi-automatic stop signals to which the provisions of Rule 55, Clause (g/iii) apply."

The Rule Book as reprinted in 1969 does not appear to

give this description of an "X" signal, but the further reprint of 1974 says, at Rule G1(b) (iv)

"Motormen must not pass the following signals at Danger without authority:-

(iv) "X" signals associated with floodgates not displaying an illuminated "A" sign (such signals have a prefix identifying both the fact that it is a floodgate signal, and the line concerned. In the case of the Northern Line, for example, they carry the prefix FNX)."

So you see, "X" signals exist on all lines of London Transport Railway, and is the last AUTOMATIC signal before approaching a SEMI-AUTOMATIC signal, but is to be regarded and treated as a SEMI-AUTOMATIC signal, for which a different set of rules apply.

Regarding the comment in the Review of London Transport Diagram of Underground Lines about the reticence on Piccadilly Line trains serving Turnham Green, although I do not know the official answer, I can only assume it is because Piccadilly Line trains only stop there after a certain time at night and on Sundays; not all day. Therefore to show Turnham Green as being served by Piccadilly Line trains might make the travelling public think that the trains stopped there all day every day.

Yours faithfully,

30 Playfield Crescent,
London, SE22 8QS.

S.W.Lemm

1/2/74

Sir,

Compulsory Stop at Mansion House

Having been a regular commuter on the Circle Line for over two years, I can throw some light on Mr Badman's letter about the Mansion House compulsory stop.

- (a) I do not know the origin of the instruction; perhaps it could date back to M.D.R. days.
- (b) On one occasion, I was waiting on the Eastbound platform and a formation of empty cars for Barking Sidings stopped at the west end of the platform although the signals ahead were at clear.

- (c) Judging by the long waiting times at Mansion House with a clear road ahead, the rule still stands.

Finally a general note about "Courtesy Stops". At Aldgate, the Inner Rail Circle Line will wait in off peak hours to give priority or "right-of-way" to the Westbound H & C train. At Aldgate East, the Eastbound H & C train will give priority to the Eastbound District Line train, and lastly, at Liverpool Street in the morning peak hour a Circle or Hammersmith train will stop just before Platform 2 (Inner Rail) at 08.29.30 to allow a Rickmansworth-bound train from Platform 3 to leave beforehand at 08.32.

Perhaps all these "Courtesy Stops" are leftovers from M.R. and M.D.R. Rulebooks.

Yours faithfully,

70 Marlborough Road,
Romford, Essex.

D.J.Carson

4 February 1974

Sir,

Station naming query

I refer to the note in The Journal for February.

London Transport apparently sometimes quietly drop part of the name of a station. Chancery Lane (Gray's Inn) lost its suffix some time ago, and Holborn (Kingsway) seems to have been dealt with in a similar way.

L.T. ceased to use the second portion of the names of Amersham and Chorley Wood stations about 1950 but apparently never officially advised B.R. and so the L.M.Region continued to use the full title. At the same time L.T. reduced the name of Chalfont & Latimer and had some name plates made reading "Chalfont". However L.T. quickly had second thoughts and scrapped the new plates and reinstated the old ones.

I have known Gospel Oak station for about 70 years. The name boards always read Gospel Oak, so did the tickets. For some reason the words "(for Highgate)" were included in the entry in some time tables. It was rather confusing as Gospel Oak is a full mile from Highgate, which is of course at the top of the hill.

The LMS added "(for Northwick Park)" to the name of Kenton when the Metropolitan station opened, but seemed to have

dropped it some years ago.

L.T. do not appear to be able to decide on the name of Totteridge & Whetstone but agreed with me in a letter a year or so ago that the correct name is Totteridge & Whetstone. This logical as the station is on the Middlesex side of the brook which forms the boundary and is therefore in Whetstone. This station would probably have been called Whetstone but for the fact that this name was proposed for another station opened about the same time which it was eventually decided to call Oakleigh Park.

167 Cornwall Road,
RUISLIP, HA4 6AE.

H.V. Borley

7 February 1974

Sir,

METRIC MILEPOSTS

Whilst I agree with the difficulties posed by your contributor in the February issue of the Journal concerning the system of metric measurement on the Hainault loop, I am afraid that his solution of the problem, namely measuring backwards from both Leytonstone and Woodford Junctions towards Hainault, thus giving the latter place two "distances" is incorrect.

The system actually adopted by LT is to number backwards from Leytonstone, through Hainault to Woodford Junction. Consequently Woodford Junction has two measurements, namely, firstly the direct measurement from Ongar (20.84 km) and secondly the back-measurement from Leytonstone via Newbury Park and Hainault (11.97 km). An inspection of the junction reveals two posts; one, (12.0), erected on the EB side of the main line, approximately 30 metres north of the junction points, and another (20.8) erected adjacent to the inner rail from Roding Valley, approximately 40 metres north of the junction points.

Principal relevant distances on the Hainault loop are, therefore, as follows:-

| | |
|---|---------------------------|
| Woodford Junction | 20.84 <u>and</u> 11.97 km |
| Hainault Station (centre) | 16.94 km |
| Newbury Park Station (centre) | 20.00 km |
| Leytonstone Junction (EB facing points) | 26.47 km |

| | |
|---|----------|
| Leytonstone Junction (WB trailing points between inner rail tube (from Wanstead) and WB main (from Snaresbrook) | 26.50 km |
|---|----------|

It will be seen, therefore, that the complications suggested by your contributor concerning trains passing posts of the same value twice on the same journey, and the importance of correct identity of the line in the vicinity of Hainault do not, in practice, arise.

Incidentally, there are a number of other stretches of line on LT railways where a choice of direction of measurement could be made, namely at Aldgate, Cromwell Road and Rickmansworth, where there are triangles, and in the Kennington loop.

I have made a detailed study of the LT metric system, and I have compiled details of the majority of the lines. With the indulgence of the Editor, perhaps, in a few months time, I can share this information with the membership through the medium of the Journal. In the meantime I shall be happy to answer any queries that arise.

May I conclude by making one criticism of the system, which is the transfer point between the Central and District lines at Mile End; this is only a cross-platform transfer (as there is no running connection), and whilst there is one other example of this (at Highbury between the Victoria Line and Northern Line, Highbury Branch), I would have thought that Ealing Broadway would have been a more logical point, in view of the physical connections between the two lines. At present there are two measurements here, the centre lines of the District and Central Line stations being 55.46 and 54.55 km respectively.

Yours faithfully,

7 Cavendish Close,
Woking, Surrey.

V.Badman

Editor's Note A note from Mr H.V.Borley confirms Mr Badman's observations on the measuring of the Hainault loop, and we apologise for the incorrect information published last month.

Also, some further clarification, or perhaps we should say

official confirmation, is seemingly required for the taking out of service of the South Kensington lifts. In the February Journal we gave the date as close of traffic on 29th September 1973, (i.e. early hours of 30th September); Mr Desmond Croome in his letter above quotes close of traffic on 20th October (i.e. early hours of 21st October), while another note from Mr H.V. Borley states that he made a detailed examination of the new works twice during October, and then both lifts and escalators were in use with the official way out still being by the lifts. He suggests that the lifts may have remained in use until close of traffic until Saturday 19th January 1974 (i.e. early hours of Sunday 20th January).

From the Editor's personal observation, the last-mentioned date would appear to be too late, but can anyone finally confirm the date officially?

TURNHAM GREEN STOPPING EXPERIMENT NOT SUCCESSFUL

A London Transport spokesman reported at the end of January that the six-month experiment of stopping Piccadilly Line trains at Turnham Green station throughout the evening after 20.30 on weekdays had met with a very disappointing response.

He added that the number of passengers using the trains on the Piccadilly Line had been very small and that there had not been any discernable overall increase in the total number of people using the station.

Counts taken on twelve separate evenings in the summer and autumn showed that the average number of passengers boarding Piccadilly Line trains was 2.7 eastbound and 1.8 westbound, while the average numbers alighting were 1.6 eastbound and 5.0 westbound. No one boarded or alighted from 18 per cent of the trains.

The experiment is being extended until the end of March, so that checks may be made during the winter months. If these show no marked increase, the Executive will revert to their old practice, in force until June 1973, of only stopping the Piccadilly trains at Turnham Green after 23.00. They point out that the continuance of this present practice would require an extra train to work the evening off-peak schedule.

THE FLEET LINE SO FAR

By 65

The impact the FLEET Line is making on us is very small compared to the impact the VICTORIA Line was making during the same period of construction. This is understandable to an extent, after all, the VICTORIA Line was the first new tube line for 60 years; nevertheless, the FLEET Line does seem to have been played down considerably.

The VICTORIA Line had a great deal of publicity, and it was of a very high standard. Posters were produced, as were the many editions of the VICTORIA Line bulletin, also in poster form, which came out regularly. There were also the many editions of the booklet "The Victoria Line" (the last edition came out quite recently, by the way). The VICTORIA Line even had its own symbol, a simple, practical device attractive in all its forms.

The FLEET Line... nothing. The only posters are those apologising for the inconvenience being caused at the various worksites, and the platform and car park arrangements at Stanmore.

It seems that at one time London Transport did intend to have a FLEET Line "campaign", and a proposed symbol was even drawn up; however this scheme was efficiently stopped - probably not one of their better decisions. The same thing applies to the Heathrow extension, by the way.

On the FLEET Line itself, tunnelling is essentially complete between Charing Cross and Baker Street, including platform tunnels. At Baker Street the new Northbound tunnel (for the FLEET Line) runs parallel to, and just to the north of the present Southbound BAKERLOO Line (Stanmore) platform, which will become the Southbound FLEET platform. To enable "same-level" interchange to take place between the two Northbound platforms, bridges have to be provided over the Southbound FLEET Line platform. The subways to the bridges appear to be complete, but the actual bridges have not been installed yet; however, some large holes high up in the station tunnel lining have appeared where the bridges are to be. Work is expected to be started soon on the modernization of the escalators.

Further down the line, there is nothing very obvious happening at Bond Street apart from the umbrella bridge over the large booking hall. At Green Park however, there is enlargement work taking place in the booking hall, and at platform level there are hoardings up towards the south end of the Victoria Line platforms. On the Southbound platform, two bridges have been erected as part of the VICTORIA-FLEET interchange passageways.

At Charing Cross, little alterations can be seen on the platforms at Strand (to be renamed Charing Cross), but at neighbouring Trafalgar Square some marking out can be seen at the bottom of the escalators; this station is being incorporated with the new Charing Cross complex.

The programme of enamelled line diagram replacement has commenced. At Kentish Town, a new sign has been installed showing Charing Cross renamed Embankment, and Strand renamed Charing Cross. Embankment has interchanges with the Bakerloo, Circle and District; Charing Cross has interchanges with the Bakerloo, Fleet and British Rail. Bank is shown as having an additional interchange with the Fleet Line (even though work shows no sign of starting yet) and both Moorgate and Old Street are shown having interchange with British Rail; the Northern City Line is not shown.

The diagram at Warren Street has also been changed, and shows the same detail regarding Charing Cross and Embankment.

HOW TO GET THERE BY PUSH-BUTTON

An experimental push-button "how-to-get-there" route indicator was brought into use at Oxford Circus station late in January 1974.

When a button is pressed bearing the name of the destination station, the passenger's route is shown by a line of lights on a diagrammatic map and the correct platform is also shown. If a change of train is necessary, interchange stations are distinguished by a flashing light.

The indicator is in the booking hall, and if it is well used and successful, London Transport will consider providing similar installations at other busy stations. With some 15m passengers starting their journeys at Oxford Circus annually, pressure on the staff should be much lessened.

NEWS FLASHES

1315 Sales of Go-As-You-Please tickets have increased in 1973 by 28% compared with 1972. A further substantial increase is expected in 1974 as a result of an extensive advertising campaign. Sales outlets exist for these tickets in most countries of Europe and North America, and agents for their sale have been appointed in Cape Town, South Africa and Fremantle, Western Australia.

1316 Recent appointments announced by London Transport have included:-

E.F.Mendler, MA, B.S.Econ, as Data Processing Manager; appointment announced on 26-10-1973

John J.Merrett, BA, FCII, as Claims and Insurance Manager, announced 5-11-1973

J.S.Suatt, C.Eng, MICE, as Principal Maintenance and Major Works Assistant, announced 23-1-1974

1317 A traction current failure is reported on the District Line, westbound, at Charing Cross on 5-2-1974, lasting about twenty minutes.

1318 Recent developments on the Paris Metro include:-

a. Work begun on the connection between Lines 13 and 14, which will open up a new north-south through line.

b. Line 6 is to be equipped with pneumatic tyred trains in mid-1974.

1319 Massachusetts Bay Transportation Authority is to purchase 100 new trolleybuses and 150 new trams, and on delivery of the latter will reopen a closed tram line - signs of the times.

1320 Who is London Transport's oldest commuter? Sydney Brown travels daily to his business from Upminster Bridge or Hornchurch to Brixton. He has done it now for 25 years and has just celebrated his 88th birthday; he also has not the slightest intention of giving up, intending to work for an indefinite time.

1321 The Northern Line was disrupted by an empty train derailling at Kehnington on the morning of Friday 4-1-1974; attempts to arrange an emergency coach service between Clapham Common and London Bridge were frustrated by the number of coaches already hired by private firms to get their staffs to work during the BR strike. The service between the two above-mentioned stations was restored after two hours.

1322 LT have not renewed the lease of Palladium House, which expired at Christmas 1973; staff of the data processing department housed there have moved to Telstar House.

1323 Our United States Representative reports that it is now quite a common sight to see the American motorist waiting in lines of 40-50 cars to buy gasoline, and that some cities are facing economic ruin because of the lack of a public transportation system.

1324 We are also advised that Dayton, Ohio; Rochester, New York and Austin, Texas are all considering "light rail vehicles" or, in short, trolley cars.

1325 New York City Transit Authority are just raising their fare from 35c to 60c - rather a short-sighted move in view of the energy crisis.

1326 In the late summer of 1973 LT commenced issuing small versions of the train departure notices for various stations on their different lines, to assist passengers in the light of the now-reduced services on all lines. All these notices seem to have been withdrawn now, or at least are out of stock - but that issued for passengers from Richmond, Kew Gardens and Gunnersbury was withdrawn even more quickly - the trouble was that these sheets show North London Line trains as well as those on the District, and a note at the head of the table read "District Line trains...SHOWN IN BLUE London Midland Region trains...SHOWN IN RED". Unfortunately the whole of the notice was printed in GREEN!

1327 The Council of the London Borough of Hammersmith has complained to the Government about the lack of consultation on the Channel Tunnel project - the London station for which it is proposed to site at White City, which is in the borough. Discussions have been held between the Council, the GLC, BR and the Department of the Environment. With the dissolution of Parliament on 8-2-1974 the Channel Tunnel Bill was, of course, lost - so the Council have breathing space.

SOCIETY NOTICES

AGM Members attention is drawn to the notices they will have received relating to the Annual General Meeting on 23rd March. This is a difficult time for all voluntary organisations as well as for business, and the support of members at the meeting would be appreciated.

Change of Address Please note that the Society's United States Representative is now residing at 185 Columbia Heights, Apt 11, Brooklyn, New York 11201, USA. His name is, of course, Samuel R.Ganczaruk.

THE TIMETABLE

General Note Due to the present industrial and fuel crisis, a number of events have had to be postponed or cancelled already, and it may be necessary to make further alterations. All those items below not marked provisional will take place, as arrangements have been confirmed in the light of present legal regulations, unless the regulations are changed so as to make even the revised plans impossible. Late changes in all arrangements will be notified to members if at all possible.

10.30 Saturday 9th March in the Small Hall, Hammersmith Town Hall; A Film Show presented by London Transport entitled "Archive Films". The programme is as follows, with the dates of the films given against their titles:

Moving Millions (1948); Big City (1948); Power (1949); Seven More Stations (1950); Steam Operations on LT (1955); Looking at Transport (Design) (1956); Bridge 114 (Amersham) (1960); Automatic Fare Collecting (Cartoon) (1969).

15.00 Saturday 9th March in the Lower Hall, Whitefield Memorial Church, Tottenham Court Road, London, W1. Stand at the Annual Film Show and Exhibition of the O Gauge Tram Group. Apart from the Stands, there will be a number of Layouts working, Refreshments will be available, and there will be Raffles for those prone to risking their capital! Admission is 20p for Adults, 10p for Children; the nearest station is Goodge Street, and buses passing are routes 14, 24, 29, 73, 134 and 253. The Film Show will commence at 18.00.

19.00 for 19.15 Friday 19th April at Hammersmith Town Hall; A London Transport Slide Show. This is provisional.

Advance Notice Saturday 11th May. A Study Tour of the north-eastern end of the Central Line, led by Harry W. Paar and some of his friends. Further details will be published in future issues, but it is already arranged that the tour will start from the Booking Hall at Leytonstone Station at 11.00

THE TAIL LAMP

Announcement at Finchley Road station during the recent cold weather - actually on 6-2-1974:

We apologise for delays and inconvenience caused to passengers, especially on the Metropolitan Line. As you can see it is snowing hard; this is due to adverse weather conditions.

Typelithoed by Celtic Mailways, 93/94, Chancery Lane, London, WC2A 1DT. Published by TLURS, 62 Billet Lane, Hornchurch, Essex.
