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RETIREMENT OF JOHN SCHOLES

On the 20th July, John Hornby Scholes retired from the post of Curator of Historical Relics to the British Railways Board. It is to be much regretted that during his last few months in office he has been prevented from carrying out his duties by illness - but there are other causes for regret also.

From the time of his appointment, by the old British Transport Commission, John Scholes devoted his time and skill to building up the finest collection of public land transport vehicles ever created, and at the same time managed to do a very great deal for the private sector of the transport preservation movement.

It would be nice to be able to say that John Scholes' creation of the Museum of British Transport would stand as a lasting tribute to his work. Unfortunately, this cannot be said. Due to the complete lack of responsibility towards their inheritance shown by the British Railways Board, right from the time that body took over from the BTC, the collection so painstakingly put together and restored, and attractively displayed at Clapham, is now being broken up.

A succession of wrong decisions, by the BRB and Governments of both main parties has led to this disgraceful situation. Because BR said that it could not afford to keep the Museum (despite the fact that it could have been an enormous money-spinner if handled with the slightest degree of commercial acumen), and because successive Governments were completely unable to see the merits of keeping so fine a collection together despite a completely viable scheme put forward by The Transport Trust, the exhibits are now dispersed all over the country. In addition, those which are to go to the proposed National

Railway Museum at York have been out of public view for many months already, and are likely to be for a long while yet.

But no bungling by the authorities can detract from the achievement of John Scholes in building up the collection now so wantonly dispersed. His was work readily acclaimed internationally, which makes British disregard for that work all the more repugnant.

A NOTE FROM THE CHAIRMAN

The last year or two have been particularly successful ones for the Society, despite the difficulties created by industrial disputes, fuel crises and all the other inconveniences we suffer for the privilege of being British. In the future, the prospects for us look even brighter, and it is true to say that there is every reason to believe TLURS is going from strength to strength.

Success, however, breeds its own difficulties, the main one being an ever-increasing workload on the Committee and Officers - and that is the subject of this note. The need for volunteers to take over two important posts is pressing, because in each case the appointment of a new Officer to take over the jobs involved would mean that opportunities for improvement can be taken which it is impossible for the present holders of the offices to consider in view of their other commitments.

Librarian

Some time ago I took over the Librarianship in addition to being Chairman and Editor; at the time, there was a need for the post to be filled quickly, and I thought that I would be able to cope with the management of the Library without too much difficulty. It has not proved to be so, and I have resigned with effect from the 31st August.

The requirement for a Librarian who can take full advantage of the present opportunities, and make the Library the success it can be, are as follows: a member of the Society who is not a member of the Committee or any of the Subcommittees, who has plenty of spare time and a considerable amount of space. He must be prepared, after the catalogue has been brought up to date, to open the Library for members generally on a regular basis, and to assist those carrying

out historical and other forms of research, whether members of the Society or not. This means that the Librarian should preferably live reasonably near central London, and certainly somewhere near to public transport facilities.

Curator of Historical Relics

Chris Gooch, who has been the Curator of this collection for many years is getting married shortly. In fact, the collection has outgrown the space Chris has available already, and some substantial relics are stored at premises away from the main collection. After his marriage, Chris will have even less space at his disposal, and he has, therefore, tendered his resignation.

The requirements for the holder of this post are as follows: a Society member, not a member of the Committee but willing to join the Preservation Subcommittee, who has a reasonable amount of spare time, and a great deal of spare space - preferably outside space, such as a garage or an outhouse which is dry and otherwise weatherproof. As this collection is not referred to as often as the Library, the situation is not quite so important in this case - but of course, the more accessible it is the better.

If any member thinks that he is suitable for either of the above offices, please write to me at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, giving all the details relevant to his application.

Peter R Davis - Chairman

A TREASURE HUNT

Every year, the Cambridge University Railway Club holds a Treasure Hunt, in which competitors spend a day travelling round a railway system, trying to find the answers to questions about the system. This year, the system chosen was part of the Underground, and our member Nicholas Mitchell was one of the compilers of the questions - the others being David Glynn and Michael Glynn. By courtesy of these three gentlemen, we are able to reproduce the questions set so that members may have a go at them. The club's members were supplied with the questions the night before the event, which took place on 6th June, so that they could come down to London that night if they wished, and to meet the closing deadline, had to leave Liverpool Street for Cambridge by 20.36.

Members competing were also issued with special tickets valid all day for the whole Underground costing £1.50. One or two questions were relevant to the particular day (such as obtaining a correctly dated platform ticket) or to the Society running the competition (such as knowing where the last President lives), and these have been omitted. Just for guidance, the winner scored 107 out of 155 - and one competitor got a score of 50 without leaving Cambridge. TLURS are not running a competition for the highest score, but if any member cares to write in telling us his score after his results are checked with the answers to be published next month, the top score will be announced - but no cheating please!

Instructions

Questions are of two kinds:

Nos 1-34 are straightforward

Nos 35-65 have several parts; in each question the first part is a clue (crossword style for Nos 35-49) to a station, and the remaining parts refer to that station. Answer all parts.

All questions, except Nos 1-4 refer to the following sections of line and stations thereon:

Central Line: Notting Hill Gate-Ongar (excluding Hainault Loop).

Circle Line: All

District Line: West of Mile End

Metropolitan Line: North of Baker Street (excluding Chesham and Watford Branches)

Piccadilly Line: West of Barons Court

Marks for each question are given in brackets at the end. The number of letters is given after each crossword-style clue

Different questions may refer to the same stations

Questions

1. "Treat now my shabby state with unction,
In days of yore I was a junction.
The branches left my country end
Passengers for Verney and Brill to send.
And now I'm revived as a centre for steam
But engines in my yard don't gleam!" - What am I? (1)
2. Name one station from which it is possible to travel to all other Underground stations in the evening rush hour with at most one change. (3)

3. What is the highest numbered shed road in the Victoria Line depot? (2)
4. What have these stations in common?: Angel, Archway, Arsenal, Bank, Barbican, Barking, Borough, Monument, Oval, Pinner, Temple. (2)
5. On Sundays, is it possible to travel from Turnham Green direct to: (a) Wimbledon (b) Cannon Street (c) Gunnersbury (d) South Harrow? (2, or 1 if three correct)
6. Where is kilometre plate 9.8? (2)
7. Where on the Piccadilly Line is there a single-track spur to the Central Line? (1)
8. Where is there a semaphore signal on LT tracks? (3)
9. Which Circle Line stations have terminal platform roads? (1 for each right; -1 for each wrong answer, with negative scores counted as 0)
10. One exit is for Toynbee Hall. Where does the other one lead? (2)
11. How many lanes are there in use on the M4 where the Piccadilly Line crosses it? (2)
12. How many reversals are necessary to run a train from Amersham to Uxbridge? (2)
13. Where can you see (from left to right): The Tower of London, Big Ben, Post Office Tower, St. Paul's Cathedral? (3)
14. Where is the TSO? (2)
15. Where is a platform ticket valid for a journey between two different stations? (2)
16. Which Underground station has an entrance visible from Underground trains passing outside (not through) the station? (2)
17. Which star can be seen near Farringdon during the day? (1)
18. What is the date on the Sir Oswald Stoll Foundation? (3)
19. Who were Chromo of Wolverhampton? (3)
20. Near which station is the London Transport Research Laboratory? (2)
21. How many automatic gates are there at Victoria? How many TV screens in the Control Room? (1:2)
22. At which station can trains of three different Underground Lines use the same platform road? (2)
23. Where is bridge MR 114A? (2)
24. What is the Regd.No that appears on some station name signs? (2)
25. Where is there a "Buffet Bar" on the platform? (2)

26. Which is the odd one out of the following list?
 DIC, BRV, F, MTU, VLIC, EL, VS, S, UNCOU, EPBIC (2)
27. Which Training School can be seen in Neasden Depot? (1)
28. What is the telephone number of the Emergency platform that used to serve a Cricket Ground? (2)
29. Where is there an LT Booking Office advertising LNER tickets for suburban destinations? (3)
30. What drink is advertised above a sign pointing to Northfields Depot? (1)
31. A station with no signals. (3)
32. Where has a station name sign been put on the wrong side of a lamp standard? (3)
33. Between which two stations is there a "Mobile Welding Plant" in a siding? (2)
34. Where is there an LNER Bowling Club? (1)
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35. Disturbed knights sit on the green (4,6,10)
 What is the wrought iron inscription over the entrance? (1:1)
36. Crossed by 1066 battle? (8,5)
 What is unusual about this station, (1:1)
37. OMITTED
38. Some Rhodesians would like this! (11)
 What is the tiled inscription over the main entrance? (1:1)
39. He will rot, possibly, if executed here (5,4)
 What is the oldest part of the station? (1;2)
40. Who stole the sun, confused? (8,4)
 The letters on a nearby chimney? (1:1)
41. High School? (6,2,3,4)
 When does the subway close?
 Who may operate the lifts? (1;1;1)
42. Half Metroland act in disorder (8,3,7)
 What is the newsagent's name? (1;1)
43. Female counterpart of Holborn (9)
 How many stairs up from Platform to Booking Hall, if you don't use the lift?
 How many fire buckets between the platforms? (1;1;1)
44. (4) When was the Royal Opening of the Central London Railway? (1;1)
45. Do you cross bridge here? (8)
 What sort of coats are there above the main entrance? (1;1)
46. Just north of a chalet (8,4)
 What is "3ft below new p'form"? (1;2)

47. We always said this University was like this! (6,6)
According to the Route Indicator, where should one change for Stepney Green? (1;1)
48. Lancashire town with a forest(11)
Who may use the Private Footpath? (1;1)
49. Another Court Road, near the Tottenham one (8,4)
What is the total number of steps in one of the short escalators? (1;2)
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50. Law is made to the West and practised to the East of here. How many escalators in use at this station?
Why is one of them particularly interesting? (1;2;1;1)
51. Sherlock's home. Give the inscription on the plaque from Lisbon (1;1)
52. Station with a printer's on the platform. What agency is on the other platform? (1;1)
53. Inter-City trains from here don't go where the Street ought to. What's odd about the signals on Platforms 1-3? Who cast the small columns? (1;1;1)
54. Interlocking Machine Room JD is here. What should passengers do with their cycles? (1;1)
55. Trains will soon terminate terminating here. What milepost is in the station? (1;1)
56. Station subtitled "George Lane". What must you do when crossing the footbridge? (1;1)
57. Station with a platform for Marylebone only. What number is it? (1;1)
58. This station has The Works! How should staff reach the Signal Box? (1;1)
59. LT station, open to passengers, at which no electric trains call. The name of the pub next door? (3;3)
60. Station with an escalator up from street level to platform. Where was the escalator originally? (2;1)
61. LT HQ. Which Lines have no "Train Intervals"?
Who was the "Creator of London Transport"? (1;1;1)
62. Station subtitled "Swakeleys". What LT Office is down the path? (1;1)
63. Top destination on the Indicator Board on Platform 1 at Mansion House.
What is strange about Platform 2? (1;2)
64. BR trains will soon have a shorter route from here to Finsbury Park. How many platforms are there at this station? What must stop at two of them? (1;1;1)

65. "To travel to Watford from here is a strain:
Two stations by rail, but three if by train".

Who made the water tank? (1;1)

Remember These questions relate to things as they were at 6th June 1974; some things may have changed since. Answers next month.

REVIEWS

Books

Bernard Donoughue & G.W. Jones; Herbert Morrison: Portrait of a Politician; 9½" x 6¼"; 696 pp, 12 pp photographs; London, 1973; Weidenfeld and Nicolson; £6

This carefully-researched and very detailed biography of Morrison the politician and Morrison the man contains much of interest to the Underground student. It records his first writings on London's transport problems in 1916, his campaign for a regional authority to own and operate all transport facilities in London, and how the London Traffic Act 1924 was passed by a Labour government despite Morrison's opposition, in the circumstances of a tram and bus strike and the forthcoming Wembley Exhibition. The story develops with Morrison's campaign to defeat the 1929 Bills for joint management and a common pool of receipts for the Underground group and the LCC trams; his campaign succeeded with the election of the second Labour Government in May 1929. By November 1929 Morrison had presented the Cabinet with a scheme for a passenger transport authority based on an area 25 miles from Charing Cross. A prospective exclusive story on the plan in the Daily Herald prompted the Parliamentary announcement of the scheme on 2 December 1929, much to the chagrin of the editor. Morrison conducted the more important negotiations with the undertakings to be taken over, including the Underground group.

"To nationalize Lord Ashfield was his objective. Morrison had a high regard for his efficiency, his spirit of public service and his friendly relations with the unions " "Dealing with Ashfield alone was a formidable task, but dealing with him together with his deputy Frank Pick was even tougher"

"Ashfield used Pick as his forward attack, putting in an extreme claim: later Ashfield would intervene with a more moderate suggestion, appearing conciliatory, although putting forward what he originally wanted".

Eventually the London Passenger Transport Bill was introduced on 23 March 1931, and Morrison made history by appearing personally, as Minister of Transport, before the Joint Select Committee of Commons and Lords. However, the passage of the Bill was halted by the collapse of the Labour government in August 1931; it was subsequently passed by the National government in 1932, with some amendments, including the substitution of "appointing trustees" to appoint the Board instead of Ministerial appointment.

Other items of transport interest include the long but abortive story of a proposed Charing Cross road bridge, and how the old Waterloo Bridge was replaced by a new bridge. There is also a full account of the Bethnal Green tube station disaster of 3 March 1943 in which 173 people died, and its curious legal aftermath, which dragged on until January 1945; also a more general view of sheltering in tube stations and the separate deep shelters.

Much of the book is concerned with political in-fighting. For the Underground student it is an important and authoritative source of reference, but probably more worth a "borrow" than a "buy".

A.C. Baker and T.D.A. Civil; Bagnalls of Stafford; 8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ "; 265 pp and 182 photographs; Lingfield, Surrey; 1973; Oakwood Press; £3.75

This unusual book is very much a labour of love by two Bagnall enthusiasts who have spent over ten years in research. After an introductory short history of this locomotive-building company, the bulk of the book consists of full descriptions of the 182 illustrations. Most of these are of locomotives, but views and plans of the works are also included. Finally there are four extremely well-detailed appendices. No.1 has a list of all the locomotives built by Bagnalls, with some dimensions and the name of the purchaser; No.2 has the number of locomotives ordered each year; No.3 gives many more dimensions of locomotives mentioned in the main text, and No.4 gives the present locations of the surviving Bagnall locomotives, although the authors correctly point out that a locomotive which has had children playing on it in a recreation ground for over eight years can scarcely be called "preserved".

The majority of Bagnalls' output was steam locomotives, and what a variety there was! From a metre-gauge 2-8-2 tender locomotive to a tiny 0-4-0 tank of 1 ft. 11 in. gauge weighing 3 tons 5 cwt. in working order which surely must have been the inspiration for all the Emett locomotives! Some electric and diesel locomotives were also built.

Of interest to students of London's Underground is the description of the two Bagnall locomotives used on the Wotton Tramway, including the first Bagnall loco to be built, named "Buckingham". There is also a description of locomotive No.19 of the City & South London Railway, with Bagnalls undertaking the assembly and mechanical construction for The Electrical Construction Co. Limited of Wolverhampton, but unfortunately this did not result in any further orders.

Highly recommended for those liking variety in locomotives.

C.F. Klapper; Sir Herbert Walker's Southern Railway; 296 pp + 32 pp plates; 9" x 6"; London, 1973; Ian Allan; £4-50.

Of all the great railway managers of the first half of this century (and there were a number of them), Sir Herbert Walker was perhaps the greatest. This book, by the Society's immediate Past President, lays out in great detail his achievements, and a fine record it is. Somewhat slighted by his first employers in the railway sphere, the London and North Western, his potential greatness was recognised by others, and when he was appointed General Manager of the London and South Western at the very early age of 43 he began a career which led him on to the General Managership of the Southern Railway at the grouping, and opened up a field of endeavour for which he was fully equipped.

Perhaps Sir Herbert's greatest achievement was in moulding the Southern into one railway, a line in which its servants could take a pride, but his supreme triumph from the public's point of view was the vast programme of Southern electrification, which survives today, ASLEF permitting, a system which, against all the odds, works with a surprising efficiency.

The book is not a biography in the ordinary sense, as it devotes far more space to the railway than to the man, but the author is at pains to show that the results came from the untiring efforts of one man - who was General Manager until 1937, and a Director from then until nationalisation

in 1948. It is very clear that Herbert Ashcombe Walker was the driving force in every aspect of the Southern's activities during his tenure of office - bus companies, air lines, docks and harbours; all were part and parcel of his aims for the improvement of the Southern.

A chapter is devoted to the relationship of the Southern with the Underground, and this sheds a great deal of light on a number of matters which were highly political, in the railway sense, during the period between the wars - and shows that in Walker, Lord Ashfield and Frank Pick had a worthy opponent.

Altogether a very interesting and important book, selected by The Times as the Monday Book for June 8th (only one book being reviewed by that august newspaper each Monday), it is well worthy of the honour and can be highly recommended.

Exhibitions

Piccadilly Line Extension Exhibition; Broomfield Museum, Palmers Green; arranged by P.O. Pam. Open until mid-August Tuesday-Friday 10.00/20.00, Saturday and Sunday 10.00/18.00.

This excellent little exhibition was to have closed in May, but its popularity caused an extension of time to be arranged, and any enthusiast who has not yet visited it is advised to do so as quickly as possible. Consisting as it does mainly of photographs and small exhibits, such as posters and handbills, it manages in quite a small space to say a great deal. Anyone seeing the exhibits will leave with a very good idea of what was going on at the northern end of the Piccadilly in the 1930s, and be able to compare the scene of extension with the more recent works at the other end of the line - and will probably conclude that times have not changed all that much! Recommended.

Contemporary Spanish Realists; Marlborough Gallery, London; held in the autumn of 1973.

This exhibition showed one painting of Underground interest - an arresting vignette of city life by Daniel Quintero entitled "On the Underground". It shows merely a pair of just-closed car doors, a trapped coat and a hand vainly trying to reopen the door to release it. Resignation is written all over the faces of the passengers staring out, highly suggestive of city life frustrations. It is dated 1972.

FINSBURY PARK BUS STATION

The new LT Bus Station at Finsbury Park, part of the bus-rail interchange scheme at Wells Terrace, was brought into use officially on 21st April, although route 210 had been loading there for some time previously.

The station has three bays under a canopy 112 ft long and 70 ft wide, and is now used by routes W2, W3 and W7 as well as the 210. It was brought into use as soon as the local council had completed the necessary paving works, although the finishing touches still betrayed the haste of opening by their absence.

Work is also well advanced on the other part of the scheme - a new 75ft-long ticket hall at the Wells Terrace entrance to Finsbury Park station. This will provide direct under-cover access between the bus station and the railway ticket hall, where the lighting is being raised to Victoria Line standards, and the walls are being modernised with tile and mosaic facings. The old and cramped booking office halfway through the passageway between Seven Sisters Road and Wells Terrace had been demolished by the end of June, but had been closed several months prior to that.

A major environmental improvement brought about as part of the work has been the clearance of high-level railway land at Wells Terrace, together with the demolition of a disused railway bridge to the coal yard opposite.

NEWS FLASHES

1352 As from 1-4-1974, Piccadilly Line trains only stop at Turnham Green from 22.30 instead of from 20.30 as in the recent experimental period, started in June 1973. The Piccadilly trains continue to stop there throughout the day on Sundays, and before 06.45 on weekdays.

1353 An Underground railway 15 miles long is to be built in Warsaw.

1354 British Railways are opposing the plans for the last stage of the Fleet Line to run to Lewisham, on the grounds that it will take 10 to 15% of their commuter traffic and increase their losses. They would like some of the money thus saved to go to modernising their own stations and signalling - and to reopening the Widened Lines through to King's Cross. Of course, some of the commuters would doubtless say that BR need to lose 15% of their traffic to make travel bearable for the remaining 85%.

1355 The threatened increase in the New York subway fare to 60c was averted by a local state legislature loan through May 1 1974, and a grant to the Transit Authority to keep the fare at 35c through December 31 1974.

1356 "Pneu" trains are now running on Line 6 of the Paris Metro. Six trains entered service on 1-7-1974 and every week during July and August two "pneu" trains will replace the old rolling stock.

1357 The first section of Line 1 of the New Santiago Underground Railway, in Chile, is scheduled to open at the end of 1974. Automatically driven "pneu" trains built in France, will run on the three entirely underground lines (1, 2 & 3) equipped with the technical assistance of RATP Paris. Lines 4 and 5 will be in the open and trains will run on main line tracks.

1358 On Wednesday 10-7-1974, following a derailment just north of Bletchley, some main line trains to Euston were diverted to Marylebone via Verney Junction and Claydon. At least two of these trains were ex Manchester.

1359 On Sunday 7-7-1974 one of British Railways' Awayday Merrymaker Tours was a half-day excursion to Aylesbury, including a tour of the Chilterns from Aylesbury to High Wycombe. The curious, or at least unusual, thing about this particular tour was that, on the outward journey an LT train from Baker Street to Amersham was used - the first time the direct involvement of LT stock in a Merrymaker has been noted. The return was direct from High Wycombe to Marylebone.

1360 A completely new tracked hovercraft system was explained at the recent advanced transit systems conference at Brighton. The system has its cars suspended beneath the track and powered by linear induction motors. Research is being financed by Sir Robert McAlpine and Sons Limited, and is being developed by Bliss Plendair Limited.

1361 The new Chairman of the Greater London Council - which is the authority responsible for London Transport - is Dr David Pitt. Dr Pitt was born in Grenada, and is a general practitioner in Euston, having received his medical education at Edinburgh University.

1362 The GLC commenced work in April 1974 on its £10m park-and-ride scheme, intended to provide an additional 35,000 car spaces over five years. The first station on the Underground to benefit is Upminster.

1363 The old concrete station name panels at Ruislip

Gardens and South Ruislip stations were replaced with the steel post type at the beginning of 1974

1364 Willesden Green station car park is being used as a street market all day on Saturdays, and has been a remarkable success, with about a hundred stalls doing good business.

1365 London Transport is building a tunnel-cleansing train at Acton Works; it will be of five cars and will cost £400,000. Expected to come into service in November 1974, it will comprise a jumbo-sized vacuum cleaner in the centre car with two filter cars on either side.

1366 A travel guide for disabled persons is now available. Entitled "A Guide to London's Underground Stations" it costs 23p and is obtainable from the Central Council for the Disabled, 34 Eccleston Square, London, SW1

1367 An armed raider was foiled when he attacked the Belsize Park booking office. He was resisted by the clerk on duty, Tony O'Brien, who attacked the thief with an iron bar, successfully, although Mr O'Brien suffered head injuries.

1368 A strike of New York railway and bus employees on 31-3-1974 was averted when a new contract was granted to the Transport Workers Union. The terms included a cost of living automatic salary increase in its provisions.

1369 A man was recently committed to Broadmoor without limit of time for pushing a woman (who was a complete stranger to him) in front of a train entering Kennington station. The woman only suffered from shock and a twisted ankle, as she fell into the pit as the train passed over her.

1370 Transport 2000 has proposed a single ticket system for railways, Underground and buses - and a single passenger transport authority for London.

1371 The new Controller of Planning and Transport, GLC, is Mr Fred Penbury, President of the Royal Institute of British Architects.

1372 Work restarted at Heathrow Airport when workers on the new Central station, members of the Transport and General Workers' Union, condescended to return to work after a seven-week strike.

1373 A considerable amount of chaos was suffered at Wembley after the Cup Final when Wembley Park station was closed after the match - and about 60,000 people changed direction to make for Wembley Central.

SOCIETY NOTICES

Pickford Traction Engines

A very well-known student of traction engines, Mr Alan J. Martin, has requested the help of the Society in his efforts to trace photographs of Pickford's traction engines hauling Underground railway cars. He is particularly interested in scenes of cars being hauled from the UCC works at Feltham in the 1930s - but any others are also of interest. A few have already been traced and supplied to Mr Martin, but if any reader knows of others, would they please send details to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

Meeting Room

The authorities at Hammersmith Town Hall have assured the Society that it will be possible to hold the usual monthly meeting there, from when these are resumed in September to the end of the year. A certain amount of scepticism must be applied to any such promise, however, as the industrial dispute which has caused difficulties in recent months is by no means over. Only two days after the assurance was given, NALGO announced that it was stepping up its action - again - and it has now (mid-July) just been announced that the next move is to prohibit members in selected boroughs from carrying out wages work! At the time of going to press it is not known whether Hammersmith is one of those boroughs lucky enough to be selected - but if it is, one would hardly expect the night staff at the town hall to be on duty for love of the job alone! There is no meeting in August, of course, and the situation is being carefully watched. Please read the note on the meeting which will appear in the September Timetable very carefully.

Q Stock Car

The Society Q Stock trailer car was moved to the Ashford Steam Centre, Ashford, Kent during June. A full note will be published after the contributors to the fund have been advised - but please note that it is only possible to see the car when the centre is officially open to the public or the Society. Ashford is very security-conscious, and well protected - you have been warned!

LT Publications

Readers may like to know that LT have recently published a new Publications List. Entitled London Transport Publications, Spring 1974, it is a six-page list of books, official reports, postcards (in black-and-white and colour), colour slides and maps. A very useful check list to have available - and most of the publications listed are to be obtained from the Society, as well as the outlets listed by London Transport

THE TIMETABLE

Saturday 17th August Visit to Liverpool Street station, London Transport; this is a very interesting station from both the current operational, and the historical angles. Names, accompanied by a first class stamped addressed envelope, to G.P. Jasieniecki, 6 Redcliffe Street, London, SW10 9DS. This will be an afternoon visit.

Saturday-Monday 24th-26th August For all three days of the Bank Holiday, the Society will have a Stand at Expo Steam 1974. This increasingly popular event will be held at the East of England Showground, Peterborough, and there will be numerous transport attractions in addition to the traction engines upon which the display is based.

Friday 13th September The first meeting after the summer recess will take the form of a BRAINS TRUST; the Panel will be H.V. Borley, H. Clarke, A.A. Jackson and C.F. Klapper. Written questions submitted in advance are required, and no principal questions will be accepted on the night - but of course there will be supplementaries during discussion. Please send your Questions - on any Underground Railway subject, but not trivial questions such as car numbers! - to G.P. Jasieniecki, 6 Redcliffe Street, London, SW10 9DS, by 24th August please. Place of meeting should be the usual one at Hammersmith Town Hall - but watch this space next month!

THE TAIL LAMP

With reference to NF 1349, a correspondent reports that the KGB appear to be doing a grand job already: the following blackboard notice recently appeared at Ealing Broadway:- "Guards are reminded that trains must leave on time, NOT when the signal clears"! Since amended we understand!