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# UNDERGROUND NEWS

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No 159

March 1975

## THE TIMETABLE

Saturday 8th March . Society stand at the 'O' Gauge Tram Group Annual Exhibition from 14.30. The Exhibition is being held at the Whitefield Memorial Church - Lower Hall, which is in Tottenham Court Road. The nearest stations are Gode Street and Warren Street. A film show will be held in the evening, and this commences at 18.00.

Friday 14th March. A talk on the London Transport Division of the British Transport Police will be given at Hammersmith Town Hall, 1900 for 1915.

Saturday 22nd March. ANNUAL GENERAL MEETING.

This will be held in the Council Room at the Science Museum, Exhibition Road SW7, and the nearest Underground station is South Kensington. All members are invited to attend, and are asked to bring their membership cards with them; members who have not yet got their cards will be issued with them at this event. The meeting will be at 14.10 for 14.30.

Friday 11th April. A talk entitled 'LT's Internal Transport' will be given by Mr B D Constable from the LT Central Distribution Services, Hammersmith Town Hall, 19.00 for 19.15.

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Our colleagues in the London Bus Preservation Group are holding an 'Open Day' at their premises in Redhill Road, Cobham, Surrey during the afternoon of Sunday, 6 April. A free bus will run from Weybridge Station.

## EDITORIAL

This Society has been in existence since 1961, and is now in its fourteenth year. In the past two years we have embarked upon several projects, of which the most ambitious include the purchase of Q-stock trailer car 08063 and the body of ex-CSLR car 163. Other major activities which have occurred include alterations to the Journal and a start on the reorganization of Society Collections, including the Library. Every one of these projects is aimed at very considerable long-term improvements for the Society, but meanwhile each one is fraught with unbelievable difficulties, some relatively trivial and some of major proportions, and so for the time being, we must, as so often, ask members to be patient and bear with us.

One of the reasons, perhaps, why we are finding difficulty in successfully and expeditiously dealing with these changes is that certain problems are new to us; after fourteen years of development, there are factors at play which make this a crucial period for the Society. Just because members are only now beginning to hear of our expanding activities they should not conclude that the Committee has been idle up to now. This is just not the case - the Committee has always worked hard as a team, indeed these new activities have merely been superimposed on the already crowded committee agendas.

It may appear that the Committee has been rather too complacent over the years and it is, perhaps, tempting to imagine them diligently dealing with only the routine business which is thrust upon them from numerous sources and surveying the Journal approvingly (or otherwise) each month. This attitude could be because the Committee has been very (some would even say over-) cautious up until now and it has only just reached the stage where new ideas are being accepted and things are seen to be happening; even so, the vast bulk of the work - both routine and new - is being undertaken by a very limited number on the Committee, and there is a point fast approaching where their capacity will tend to become saturated, which is clearly not a good thing as it will inevitably retard further natural development and impair existing work.

Possibly one of the reasons for the Committee's apparent complacency is the rather noticeable lack of communication between 'the Committee' and 'the other members'. Here we have a committee of which some members spend a very great deal of their time working on committee-based business; the tendency is to press on regardless until the various tasks are completed and then start on new ones. If no response is received from the membership then the committee is justified in assuming that everything is fine, and every now and again to congratulate itself. In actual fact, everything may be far from fine, but how on Earth is the Committee expected to KNOW?

Over the years various appeals have been made to members, and the response has invariably been extremely limited. Even when members are asked to comment or express an opinion on something (even something on which EVERY member can comment), the response has been very small, typically about two or three. Moreover, the people who DO respond seem to be the same people each time. You cannot reasonably blame the Committee for not making the best decisions if they have got virtually no indication of members' feelings on a subject, and when a decision does provoke comment, the Committee again cannot reasonably be blamed for dismissing the few written comments it does receive as unrepresentative.

What I am saying is this: we know members do have feelings (sometimes strong ones) over certain Society issues, but if members wrote in and queried things, or commented or complained about things more often, then the Committee

would find its job much easier and be able to arrive at the correct decision that much quicker.

By the same token, Underground News would greatly benefit (as would, ultimately, the Society, and, hence, its members) if ALL members were to take the trouble to contribute to its contents, as the quantity of material inherited from the old editorial regime is pitifully small. A glance at the Membership List reveals that the vast majority live in or around Greater London - it is inconceivable that most of these do not use the Underground in one way or another during the course of a month. If EVERY member so using the system wrote in about his observations, current information regarding the whole network would be readily obtained. Clearly, the Editor cannot guarantee that everything received will be published, but it is essential to accumulate as much information as possible to be sure of capturing all the important material - and just what IS important may not be obvious at first. In any case, just because information is not printed, it does not mean that sending it in was a waste of effort; it will undoubtedly be recorded, to be followed up and used at a future date - and unless it was sent in in the first place, we may have remained ignorant of it.

Before I close this lengthy Editorial, may I remind members that our Annual General Meeting will be held at the Science Museum on 22 March. It is at this meeting that members are entitled to ask the Committee any questions they wish, and also to comment. Any offers of help in running the Society would be greatly appreciated too, though these may not be taken up immediately.

Lastly, I can only remind members that this is YOUR Society and, to a very large extent, you will only get out of it what you are prepared to put in.

#### LATEST TIMETABLE ALTERATIONS

Metropolitan Line A new WTT numbered 244 came into use on Saturday 25 January 1975. This is 'properly' printed and replaces the service shown in TT E235. The service (for the H&C Line) is exactly the same, but the timetable only carries the Saturday service, unlike its predecessor. Timetable C235 and WTT 235 remain in use for Mondays to Fridays and Sundays respectively.

Central Line It was not mentioned last month that timetable 36 which has been introduced on Weekdays actually carries the weekday schedule shown in WTT A34 i.e. the FULL Weekday service has been restored. This is the first line that now has its proper service running, after over a year of a restricted service. It is hoped to restore full schedules on some other lines within the foreseeable future.

Northern Line - Highbury Branch A change in the method of operation on the branch occurred on and from Monday 10 February 1975 when WTT 128 was introduced. The timetable, which replaced number #127, schedules trains into only ONE platform at Moorgate; hitherto both platforms had been used. As a result of this, the peak-hour service has actually been improved, although marginally longer intervals occur at other times.

Victoria Line Working Timetable number 9 (Saturdays only) was introduced on Saturday 15 February 1975. Basically, this WTT replaces the Saturday pages of Timetable number E8, however, the opportunity has been taken to incorporate certain revisions to the service between 11.00 and 19.00.

District Line Timetable number C96 was replaced by Working Timetable number 98 for the Monday to Friday service from 3 February. The WTT is properly printed and includes all the usual notes and so on. WTTs 96 and 97 remain in use on Sundays and Saturdays, respectively.

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## OBITUARY

Sir HARRY C.W. VERNEY, Bart., D.S.O.

The death occurred on Monday 23 December 1974 of Sir Harry Verney, the fourth baronet, at the age of 93.

Harry Calvert Williams Verney was born on 7 June 1881, the only son of Captain Sir Edmund Verney, RN, who had served in the Crimean War, and Margaret, daughter of Sir John and Lady Sarah Hay Williams. He was educated at Harrow and Balliol, and quite early in life turned to politics. He was elected as Member of Parliament for North Buckinghamshire in 1910 as a Liberal and held the seat until 1918. He was Principal Private Secretary to the Chief Secretary for Ireland from 1911 to 1914 and in the latter year became Parliamentary Secretary to the Board of Agriculture; in recent years Sir Harry had taken great pride in being the last surviving member of the Asquith Government.

He was also the last surviving Director of the former Metropolitan Railway Company; in this he also took pride, and delighted in telling the story of how, before his appointment to the Board of the Company, he had stood up at a Shareholders' Meeting and stated that he 'owned all the land around two of your stations' - intending the assembled company to get the impression he was a multi-millionaire. The stations were actually Grandborough Road and Winslow Road - and of course Verney Junction is named after an earlier member of the family who had much to do with the development of railways in Buckinghamshire.

He also recounted on a number of occasions his journeys to and from London by the Metropolitan's Pullman cars.

The family house of the Verneys, now the property of the National Trust, is Claydon House, and Sir Harry was a generous and informative host when a Society visit was made there some years ago, greatly enjoying telling family history and showing heirlooms. Florence Nightingale was a great-aunt of Sir Harry and he knew her well in his early years.

Sir Harry Verney was the first Honorary Member of the London Underground Railway Society; always a modest man, in the correspondence with the Society at the time of his 90th birthday, he said that he thought he should resign because he was too old to be of any further use to the Society, and sent a charming letter of thanks to the Chairman when he learned that the Committee would not accept such unsubstantial grounds for him to resign.

## CHRISTMAS DAY TRAIN SERVICES

Christmas Holidays have always been an interesting time of year for Underground train services, although in recent years the number of special workings has declined and, indeed the services provided at Christmas 1974 showed a radical alteration compared with previous years.

Generally, the train services in Central London were half-hourly and services to those outer London stations which were open, were hourly; this compares with the 20- and 40-minute services in 1973. Furthermore, the services ceased at about 1600 and for the first time there were no trains in the late afternoon and evening. In recent years the tendency had been to reduce the service after about 14.00, and run a skeleton service until last trains which ran slightly earlier than on a normal Sunday.

Several additional stations were closed and the pattern of services was revised. No Northern Line trains ran via the City, and no District Line trains ran west of Earls Court, both for the first time, or to Upminster. More detailed

information is provided in the leaflet enclosed with this issue of Underground News. A couple of interesting mistakes may be noted on the Christmas Day train service page; Holland Park on the Central Line was NOT open, this station should have appeared as Notting Hill Gate (with suitably adjusted times), which was open and where interchange was available with the Circle Line and a number of bus routes. Also the line directions printed on the Metropolitan Line are transposed. Both these errors also featured in the full-size poster displayed at stations.

A rough summary of Christmas Day services over the last ten years may prove of interest, and these are shown on a line by line basis in the tables below.

London Transport stated that the reason for the vast reduction in service over the previous year is due to the steady decline in numbers of passengers travelling on Christmas Day; in 1973 only 73,000 passengers travelled throughout the day. The reduction in service, which mainly operated between 10.00 and 16.00 meant that the trains could be operated within one shift, thus allowing more staff to have the day off. Checks made in 1973 indicate that only one in four of the 73,000 passengers travelled either before 10.00 or after 16.00.

NORTHERN LINE	1964		1969		1973		1974
(via Charing Cross)	A	B	A	B	A	B	
Edgware	20	40	30	40	40	60	60
High Barnet	20	40	-	-	-	-	-
Finchley Central	20	40	30	40	40	60	60
Central Area	10	20	15	20	20	30	30
Morden Line	10	20	15	20	20	30	30
(via Bank)							
Edgware	-	-	-	-	-	-	-
Golders Green	-	-	30	-	40	-	-
Central Area	20	40	30	-	40	-	-

Before 1967, via Bank trains reversed at Euston

CENTRAL LINE	1964		1969		1973		1974
	A	B	A	B	A	B	
West Ruislip	24	40	-	-	-	-	-
Ealing Broadway	24	40	-	-	-	-	-
Central Area*	12	20	15	20	20	30	30
Leytonstone	12	20	15	20	20	30	30
Hainault	24	40	30	40	40	-	60
Loughton	24	40	30	40	40	-	60
Epping	24	40	-	-	-	-	-

\*Central Area trains commence at White City

#### EAST LONDON LINE

No service ran in 1969, 1973 or 1974. In 1964 the service was between Whitechapel and New Cross only, every 30 minutes before 10.00 and every 18 minutes from then until last trains about 17.30.

METROPOLITAN LINE

	1964		1969		1973		1974
	A	B	A	B	A	B	
Amersham	-	-	-	-	-	-	-
Rickmansworth	30	40	30	40	40	-	60
Watford	-	-	-	-	-	-	-
Uxbridge	30	40	30	40	40	-	60
Harrow to Baker Street	15	20	15	20	20	60	30

Hammersmith & City Line

Hammersmith	12	20	15	20	20	30	30
Baker Street to Liverpool St	6	20	7-8	20	20	30	30
Circle Line*	12*	20	15*	20	20*	30	30*
Whitechapel	12	20	15	20	20	30	30

\*The Circle Line service only operated between Baker Street and South Kensington (via High Street)

DISTRICT LINE

	1964		1969		1973		1974
	A	B	A	B	A	B	
Ealing Broadway	24	-	30	-	40	-	-
Acton Town	24	40	30	-	40	-	-
Richmond	24	-	30	-	-	-	-
Wimbledon	24	-	30	-	-	-	-
Putney Bridge	24	40	30	20	40	30	30
High Street	24	-	30	-	-	-	-
Gloucester Road to Tower Hill	6	20	7-8	20	20	30	30
Whitechapel	12	20	15	20	20	30	30
Barking	12	20	15	-	20	-	30
Dagenham	24	40	30	-	40	-	-
Upminster	24	40	30	-	40	-	-

The Wimbledon service ran to and from High Street Kensington and some of the District stations west of Hammersmith were served by Piccadilly Line trains. The pattern of service on the District Line has fluctuated more than most other Lines and has been influenced greatly by whether or not British Rail were running services or staff at the stations or lines under their control.

BAKERLOO LINE

	1964		1969		1973		1974
	<u>A</u>	<u>B</u>	<u>A</u>	<u>B</u>	<u>A</u>	<u>B</u>	
Queens Park	15	40	30	40	40	60	60
Stanmore	30	*	-	-	-	-	-
Wembley Park	15	*	30	-	-	-	-
West Hampstead	15	40	30	40	40	60	60
Baker Street to Elephant & C	7-8	20	15	20	20	30	30
*Wembley Park & Stanmore shuttle	-	40	-	-	-	-	-

PICCADILLY LINE

	1964		1969		1973		1974
	<u>A</u>	<u>B</u>	<u>A</u>	<u>B</u>	<u>A</u>	<u>B</u>	
Cockfosters	15	-	-	-	-	-	-
Oakwood	15	40	15	20	-	-	-
Arnos Grove	15	40	15	20	20	30	30
Wood Green	7-8	20	15	20	20	30	30
Acton Town	7-8	20	15	20	20	30	30
Rayners Lane	15	40	30	-	40	-	60
Northfields	15	40	30	20	40	30	60
Hounslow West	15	40	30	-	40	-	60
Uxbridge	30	40	-	-	-	-	-

VICTORIA LINE

	1964	1969		1973		1974
		<u>A</u>	<u>B</u>	<u>A</u>	<u>B</u>	
Seven Sisters	line	15	-	20	-	30
Victoria	not	15	-	20	-	30
Brixton	yet	-	nyo	20	-	30
	open					
	no service to Walthamstow					

NOTES

Services in columns marked 'A' operated before 14.00 but some headways on some lines were reduced before 10.00

Services in columns marked 'B' generally operated after 14.00

Piccadilly Line trains stopped at Turnham Green all day and, until 1974, also at Stamford Brook after about 14.20

All times are in minutes and denote the headway between trains in any one direction.

London Transport  
Acton Works  
130, Bollo Lane, Acton  
London W.3

14.1.75

Dear Sir,

I was surprised to read NF1442 in which it was asserted that the commissioning of Feltham box had eliminated the last semaphore signals in the SW division.

Apart from Richmond down home (from Kew Gardens) and Richmond up starters (to Kew Gardens), all the signals controlled from Bollo Lane crossing box, which includes South Acton junction and both Bollo Lane level crossings, are semaphores too. There is also the line between Shanklin and Ryde, Fratton (exclusive) to Eastleigh (exclusive) and St.Denys (exclusive) and from Redbridge (exclusive) to Salisbury (exclusive). All these sections remain manually signalled, largely using semaphores, and it is a matter of opinion too whether platforms 9 and 10 at Wimbledon are not also technically in the SW division although they serve the Holborn Viaduct to West Croydon line - and they remain semaphore signalled too.

So there is quite a long way to go before the Southwest division of the SR can be said to have lost all its semaphore signals.

Yours sincerely,

G H. Hafter

Rolling Stock Engineer (Railways)

Committee

Before the AGM on the 22nd March it may be appropriate (for the convenience of members) to list the present Committee. It was our practise to list committee members and officers on the front of the index each year, but it was not possible to do this for the 1973 index.

The committee comprises: P R Davis (Chairman)

G. Jasieniecki (Vice-Chairman)

S E Jones (Secretary)

M. T. Connell

R J Greenaway

P R Connor

T A Haynes

D F Croome

M A. C Horne

Under rule 5, one third of the Committee must retire each year by rotation, but, subject to being otherwise qualified, to be eligible for re-election. This year it is the turn of Malcolm Connell (who has served the Committee for over ten years), G. Jasieniecki (who has efficiently served the Committee since early days, in spite of his unpronounceable name) and S.E. Jones (who has served the Committee as Secretary for several years now, and of whom it is extremely difficult to speak highly enough).

The services of Mr. T.A. Haynes were eagerly sought last year, and he was co-opted to the Committee to fill the vacancy. He is now Editor of Underground, the Society Journal. He also has to retire (under rule 6) since members may only be co-opted until the next AGM.

All the above retiring members are prepared (and willing) to stand for re-election again.



## JOURNALS

Now that Underground News has been appearing for several months, and the latest production system is well within sight of working, and Underground Volume XIV No.2 is well under way, I feel that thanks are due to the various people who have been involved. There is little point in denying that things were quite difficult at first, and I wish to thank both my production colleagues, and everyone else who has succeeded in getting involved so far. They are (in no particular order) George Jasieniecki, Terry Dyckhoff, Trevor Haynes, Miss Pat Johnson, Miss Val Sheen, Bob Greenaway, John Clarke, Adrian Nicholes and several others.

It should also be mentioned that Mr ADRIAN NICHOLLES has now joined the Editorial Panel, which is the general policy and production machine for the two publications. Again, for members guidance, the Panel members are

Mr T A Haynes (Editor Underground)      Mr G Jasieniecki  
Mr M A C Horne (Editor Underground News)      Mr A B Nicholes

### Please Note

ALL material and correspondence for or about either publication must be sent to the Editor at 33 West Avenue, Hendon, London NW4 2LL.

All queries regarding despatching or non-receipt of the periodicals, and ALL CHANGES OF ADDRESS must be sent to the Society's Despatch Officer (George Jasieniecki) at 6 Redcliffe Street, London SW 10.

### 'PADDED CELL' ARRIVES BACK IN LONDON

Just over a year after the old York Railway Museum closed, the City & South London Railway's famous 'padded cell' car of 1890 returned to London on 22nd January 1975. The move was undertaken by London Transport's central distribution service but with a hired Volvo prime-mover together with a hired three axle, extendable semi-trailer.

The lorry and LT's CDS staff left London on Tuesday morning 21-1-75 for York. Before their arrival at the museum, the car had been jacked up to a height of about 2ft. by BR. When the lorry was in place, the 'padded cell', with its bogies, was rolled onto sheet piling laid on the deck of the trailer. The track on which it had been standing was dismantled and loaded onto the lorry. It is interesting to note that together with the C&SLR conductor rail and insulators, the running rails are lettered GN&CR 1902.

The journey back to London was undertaken in two stages, with Tuesday night being spent 'en-route', but by mid Wednesday morning (22-1-75) the lorry had arrived at Chiswick Works. The final part of the journey was due to take place the following day, and at about 08.55 the lorry and coach left Chiswick Works by the main gate in Chiswick High Road, turning left due to the 'no right turn' at that point. The route followed was Chiswick High Road to Turnham Green, Heathfield Terrace, Wellesley Road, Oxford Road and Chiswick High Road again to Gunnersbury roundabout where the North Circular Road was joined. From there it was a straightforward route to Hanger Lane Station, followed by Western Avenue and West End Road to Ruislip depot, arriving at about 09.30.

Unloading was achieved by rolling the car, restrained by the trailer's winch down a ramp of rails onto track adjacent to the rail welding plant, and this was satisfactorily completed within an hour and a half of arrival. Later in the day, battery loco L 50 was carefully coupled to the 'padded cell' by means of chains, and the car shunted very gingerly into the lifting shop. It will remain there until it can go into Syon Park, which apparently is possible with a little rearrangement of existing exhibits.

## NEWSFLASHES

NF 1456 The first 1973 tube stock train to move any distance under its own power, did so on Monday afternoon 3-2-75. The units involved were the first two, which will become the first of the two trains to be used for testing. The numbers of the cars were

100-500-300 x 301-501-101

and running was restricted to Ruislip depot yard. It is believed that the second test train will be

120-520-320 x 321-521-121

NF 1457 Between about 15.00 and 16.00 on 29-1-75 East London Line trains were run non-stop through Wapping Station, due to flooding in the booking hall. The cause was a defective back flap in the warehouse next door to the station. This had stuck open, and at high tide, water flowed from the river to the building, into the street and hence to the station. Wapping Station booking hall is on two slightly different levels, and it was only the lower part near the entrance that was flooded, effectively marooning the rest of the station.

NF 1458 A public enquiry was held at Brent Town Hall on 12th February regarding LT's new Bakerloo Line depot at Stonebridge Park. The depot (which was apparently started without planning permission, though it is all on BR land) has been causing great concern since construction started, with the local residents complaining bitterly about the noise and inconvenience. Current arguments are centred on whether the roof of an access subway under some tracks is a building, which would be subject to planning permission; if it were considered to be a railway engineering work it would not be. Considering that there had been friction between the parties concerned from the outset regarding this depot, one wonders whether the apparent inanity is being quietly organized at official level somewhere.

NF 1459 RE Underground News 157. Since the GLC have given permission for LT to increase its fares, LT fares WILL be increased as from 23rd March. All tickets issued or commencing from that date (or after) will carry the new charge however Quarterly and Annual rail tickets issued less than 4 weeks beforehand will also reflect the increased rate.

NF 1460 The advertisement hoardings at Hendon Central were demolished on 18th/19th February.

NF 1461 There was a 98 minute delay at OVAL, Southbound on Thursday 25th January due to a fault on one of the coupler faces. Also on this day the train service was suspended between Victoria and Brixton for a period.

### CORRECTION

- 1 In the article about the work of H C Beck, the reference to Mr H F Hutchinson should have been to Mr H F Hutchison.
- 2 Correction to page 10 of Underground News for January 1975: In the 'Heating & Ventilating' article 6092 should read 6096.

## THE SIGNALS (part 1)

There are two main types of signal used on London Transport Railways; these are Automatic and Semi-automatic Signals. Each may be readily identified by means of the signal identification plate fixed, usually, below the signal concerned - this plate is white with black lettering and bears a number preceded by a letter or letters. If the letter is 'A' or 'S' then the signal is automatic but if it is any other letter, or if it bears two letters, then it will be a semi-automatic signal.

Automatic signals normally show the green, or 'clear', aspect, and will only go to red, or 'danger', if a train has just passed and has not yet left the section ahead. They are controlled by track circuits; these are electrical circuits conducted through sections of running rail - each one is electrically isolated from its neighbours. The trains are detected because their wheels and axles will connect together the two running rails, and this causes the signal equipment to operate appropriately.

Semi-automatic signals normally show the red, or 'danger', aspect and will only clear on a direct command from the signaller's signal frame or other operating equipment. The signal will then remain clear until a train passes it when it will return to, and remain at, danger. Since semi-automatic signals are generally only required at sites with points (at terminals and junctions, for example), elaborate interlocking is generally required to ensure that it is impossible for two or more trains to attempt to try and occupy the same sections of track at the same time, and also to firmly lock points and other signals at danger.

In addition to stop signals, of whichever type, there are also repeater signals. These are provided at certain places where the view of the stop signal may be obscured for some reason. Repeaters show a yellow or green aspect, the yellow one providing the indication that the next stop signal is at danger. A repeater signal has a yellow identification plate with black lettering and bears the same number as the stop signal it repeats, except that the number is prefixed with 'R'; in the case of signals whose number begins with 'A', the 'A' is omitted and replaced by the 'R'. Special repeaters are provided about half way down many station platforms (though some are at the front), these are called 'platform repeaters' and bear no number. They are largely for the benefit of the guards and platform staff who cannot see the stop signal at the beginning of the platform, which may be in a tunnel or obscured by the train.

As well as the 'running' signals considered so far, there are shunting signals and these consist of a white disc bearing a horizontal red bar. When the signal clears for a shunting movement, the disc rotates through 45°. Where the shunting signal controls several routes, a route indicator may be provided. This displays a number which refers to the exact route to be taken. The number displayed indicates the number of the route from the left.

## EXHIBITIONS

Due to extreme pressure from other commitments, M A C Horne has resigned from the post of Exhibitions Organiser, consequently all correspondence referring to exhibitions should now be sent to

T A Haynes  
167 Albany Road  
London SE5 0BG

who has, for the time being at least, taken over this important duty.

NOTICE OFFANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Society for the year 1975 will be held in the Council Room, Science Museum, Exhibition Road, London SW7 on Saturday 22 March 1975 at 14.30 for the following purposes,

1. To receive any apologies for absence
2. To have read the Notice of Meeting
3. To hear the Chairman's Statement
4. To receive the Report of the Committee for the year 1974
5. To receive the Accounts for the year 1974 and the Report of the Auditors thereon
6. To confirm the Election of Sir John Betjeman as President of the Society
7. To confirm the Election of J R Day Esq as Vice-President of the Society
8. To elect four members of the Committee
9. To elect Auditors
10. To conduct any other Competent Business

113 Wandle Road  
Morden, Surrey  
16 February 1975

By Order of the Committee

S E Jones, Secretary

REPORT OF THE COMMITTEE FOR THE YEAR 1975 4

Despite several difficulties the year has been a successful one for the Society. The trend in recent years for membership to increase has been maintained and in the latter part of the year it passed the 300 mark for the first time, with representation in five countries overseas. However, satisfaction in these figures must necessarily be tempered by the unhappy news of the death of Harry Clarke, J P Thomas and Sir Harry Verney.

In the early part of the year the Society was faced with the twin difficulties of Government restrictions on the use of electricity and industrial action by members of NALGO. As a result visits and meetings had to be postponed or rearranged at very short notice and the Committee is grateful for the forbearance and co-operation which was received from speakers and members alike at that time.

Preservation activities included the transfer of the Society's Q-stock trailer to its present home at the Ashford Steam Centre and the acquisition of a C&SLR coach body which was moved to temporary accomodation at Ruislip. The work of restoration on both these vehicles has begun but future activity will largely depend on the amount of money available and donations in this connection will be welcomed.

In common with other organisations the Society has been faced with steeply mounting costs, chief among them the cost of the Journal. To keep an unavoidable subscription to the absolute minimum and at the same time maintain the frequency of publication it was decided to produce a less expensive monthly titled 'Underground News' together with a restyled 'Underground' which would be quarterly. The production of a regular monthly Journal is no easy task and the Committee would like to place on record its sincere appreciation of the achievement of the retiring Editor, Peter Davis, in producing every issue of the monthly 'Underground' throughout the past thirteen years.

Although the year has been a difficult one financially the position of the Society is reasonable, due largely to the efforts of the Sales Manager and the support that he has received from members. This support is most encouraging but it will need to be increased in every way possible if the Society is to continue on a secure financial footing.

By their interest, support and hard work the Society has received valued assistance from many people in the course of the year, and to them all, members and non-members alike, the Committee extends its grateful thanks.

By Order of the Committee

S E Jones, Secretary

16 February 1975