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CONGRATULATIONS TO J.P.THOMAS

On the 8th June, one of our Honorary Members, John Pattinson Thomas, passes a notable milestone in a very long and distinguished career - for on that day he celebrates his ninetieth birthday.

Elected to membership of the Society late in 1963, Mr Thomas has ever since been a keen and helpful member - which has been to the Society's inestimable advantage and unbounded benefit, for it can truly be said that the present form of the London Underground system was in no small degree shaped by Mr Thomas, and he has been able to give us an insight into the development of the system which no-one else could possibly have done.

In an extremely long career as an engineer, which commenced in the nineteenth century and still continues as a consultant, transport in London has been the dominant factor; indeed, Mr Thomas' first professional connection with London's transport began before the dawn of the present century.

It was in July 1900 that 'J.P.' was appointed by the British Thomson-Houston Company (British agents for the American General Electric Company of Schenectady) to the staff of their Resident Engineer at the Chiswick Works of the London United Electric Tramways. This was at the time when B.T-H. had the complete contract for the power supply and the 100 double-deck electric tramway cars required for the first electric tramway in London. After some months as assistant, Mr Thomas succeeded as Resident Engineer when his chief was obliged to retire on grounds of ill-health - and so our member was responsible for completing the equipping of the cars and power station.

Shortly after this came Mr. Thomas' first association with the Underground, when he was appointed to an investigating committee appointed by the Board of Trade and the Central London Railway Company to enquire into the problems created by vibration on the Central Line; this was in 1901.

From these beginnings sprang a career which in the ensuing years embraced many posts, including Signal Engineer of the Metropolitan District Railway, Superintendent of the Yerkes tubes, General Superintendent of London buses, and General Manager of Underground Railways. It was from this last position, with the then London Passenger Transport Board, that our Honorary Member retired in 1938 - but this proved to be only a first retirement. When war broke out he was recalled to deal with an entirely new problem, the provision of air raid shelters in the tubes. It was from the post of Chief Officer of London Underground Shelters that 'J.P.' finally retired from the LPTB in 1945. Since then he has held consultative appointments in many parts of the world, and continues to act as a consultant on engineering matters.

The Society intends to mark this auspicious anniversary by a presentation to Mr Thomas, which it had at first been hoped could have been made at a reception in his honour; but on medical advice and with real regret he has had to say that he would be unwise to attend - and so the presentation will be made privately.

During the past month, however, three members of the Committee (Peter Davis, Ken Benest and George Jasieniecki) were most hospitably entertained by Mr & Mrs. Thomas at their home in Woking, for an afternoon of talk, discussion and reminiscence. This proved to be a most enjoyable afternoon, and proved beyond question that our host has not lost with the passing years anything of the professional skill and ability which enabled him to achieve so much. Mr Thomas had prepared a paper, in the form of an address, to form the basis for our discussion (and which, incidentally, has provided much of the material for this note), and this address will be largely reproduced in these pages in the near future. It is also hoped to publish next month a message from Mr Thomas to members.

In the meantime, we offer our congratulations, extend our best wishes for a happy birthday, and express the hope that he will still enjoy many more.

THE 1967 REPORT

The Annual Report of the London Transport Board was published during April by the Stationery Office, follows the usual pattern of the past few years, and is priced at 7/9d.

It is difficult in the limited space available in this Journal to do justice to a Report which is always interesting and informative. Brief notes of some of the main subjects covered follow, but it is suggested that the Report is well worth buying by any student of the Underground system.

Greater London Council The Board welcomes the agreement with the Minister of Transport whereby the GLC will become the statutory planning authority for transport in London, and will, in future, appoint the members of the Board.

Government Grants for Capital Expenditure are referred to in some detail, and welcomed.

Traffic The important point here is that the annual loss of passengers, which for the ten years from 1956 to 1966 has averaged 125 million a year, has been reduced at last - to a loss overall of 5 million in 1967.

Loss There was a deficit for the year of £10.9m - largely due to delaying fare increases to support government policy of a standstill in prices and incomes. This will be made up by government grant. The railways made a profit, before interest charges of £1m, the buses a loss of £7.5m.

Decimal Currency The Board repeat their complaints about the £1 unit having been chosen, instead of a 10/- unit; this is a view held by many other bodies. They are strongly in favour of the proposed introduction of a coin for 50p, in place of the present note for 10/-, but are dissatisfied by the lack of a coin between 2p and 5p in value, which they say will make for difficulties in fare collection.

Underground Developments The main items covered are the progress of the original Victoria Line programme, the extension of the line to Brixton, the new Tower Hill station, expansion of car parks and automatic train operation.

84 Rolling Stock It is announced that tenders have been invited for 212 new cars and their equipment for use on the Hammersmith & City and Circle Lines; these will be for delivery during 1970/71, and will be instrumental in enabling the Board to replace pre-1938 stock on the District Line, and lengthen existing 6-car trains to 8 cars. Also, design work has been started on the new tube stock which will be required in 1973 and onwards to replace 1938 stock.

Future Underground Developments Under this head, the projects referred to, all of which have received the necessary Parliamentary Acts, are the extension of the Aldwych branch of the Piccadilly Line to Waterloo; the Fleet Line; and the extension of the Piccadilly Line to Heathrow Airport via Hatton Cross. The most interesting point under this heading is a note to the effect that LT and BR have been holding discussions on a possible eastern terminus for the Fleet Line somewhere on the Southern Region instead of ending it at Lewisham and New Cross Gate as was originally planned. In this connection (and we admit we may be reading too much into a very minor point), it has been noted on the latest editions of the Diagram of Lines that the station hitherto always described as Bromley now appears as Bromley-by-Bow; could this be to avoid future confusion with Bromley (Kent)?

Historical Relics and Records The Board may be praised for their stand on this matter, having refused to allow either their relics or their historical records to leave London. On this subject, the Board are showing a great deal more sense than either the British Railways Board or the Ministry of Transport.

REVIEWS

Book

LONDON TRANSPORT ROVER TICKETS; The Transport Ticket Society; Luton, 1967; 14 fcp pp + 2pp illustrations; price 4/-; obtainable postfree from J.E. Shelbourn, 18 Villa Road, Luton, Beds.

This booklet, duplicated with stiff card covers, is a history of London Transport's "Rover" type facilities since 1956, when the first post-war ticket of this type was introduced. Whilst of more specialist appeal, this

publication is comprehensive in its rather limited subject matter, and, as such, can be recommended to those interested in this sphere of London Transport activities.

Exhibitions

Open Day; Museum of British Transport, Clapham, Sunday 31st March 1968.

This Open Day broke all records for attendance, paid admissions just failing to reach 8,000 for the day; such a success was well-deserved, for the day was probably the best to date. The arrangement of stands for visiting societies had been altered and much improved; all the usual features, Brains Trust, Film Show, Model Tramway, Art Exhibition and so on, were present, the live steam passenger-carrying miniature railway made a return visit - this time with the LT pannier tank made by our member Eddy Allchin as one of the attendant locomotives, and the display of traction engines in steam was augmented by a magnificent steam organ. There was no sale of relics, but this had the advantage of eliminating the queue which has frequently extended in the past half-way across the Museum. Altogether a resounding success, and one which highlights the idiocy of the present proposals both to remove the museum from London and to disperse its contents far and wide.

The Model Railway Club's 43rd Exhibition; New Horticultural Hall, Westminster; April 8-11, 13 & 15, 1968.

This was quite a good year from the exhibits point of view, with a number of items of interest to the Underground enthusiast - models by our member Alan Cruikshank being a prominent feature of one stand. From the general aspect, however, opinions expressed before about the loss of club atmosphere and general friendliness which appeared to have resulted from the change of venue from Central Hall, would seem to have been confirmed. It is a little difficult to allocate a reason or logical explanation to this none-the-less definite feeling; it may be due to the loftiness and symmetry of the New Horticultural Hall - Central Hall could boast neither of these attributes! - or it may be a more business-like approach by the organisers. Either way, it is a great pity, for the "Easter Week Clubroom" so much used in the past as a publicity tag, seems to have sunk more or less completely beneath the weight of the changes.

Kenneth G.Harris

To write a comprehensive article on destination boards would be both impossible and monotonous, so I have chosen to write about destination boards carried by Underground trains which are, or were never, used. This is not intended to be a complete survey and has only been written from personal observations made during the past year on TLURS depot visits and various collections. Any further notes would be welcomed.

Northern Line

This line carries the most interesting sets of boards. Not many enthusiasts know that most Northern Line trains carry destination boards for:-

Alexandra Palace
Bushey Heath
Elstree

All these were places which, according to the 1935 New Works Programme were intended to be reached, but due to the second world war, construction was postponed or held up, and subsequently abandoned. Also in connection with the New Works Programme, some boards were made with -

via Finsbury Park
on one side, and

via City
on the other.

These were standard 'VIA' boards - yellow background with black lettering. They were for use on Northern City Line trains to and from Bushey Heath, Alexandra Palace, etc, via Highgate high level station to and from Moorgate, About the same time, boards were used which read -

via Highgate
& West End
and via Highgate
& City

These again were the standard yellow 'VIA' boards, but were soon replaced by -

via Bank
and via Charing X

respectively, because many visitors to London would not know the City branch from the West End branch.

Other interesting boards carried by Northern Line trains include -

Finsbury Park

which was in use when the Northern City Line trains went there; also in use until recently was -

Euston

which is still kept for use in emergency. On some trains certain unused boards have had stickers, transfers, or hand-painted destinations put on such as -

Mill Hill East

which is on all trains and usually over the Elstree board. Other stickers include -

Strand

London Bridge

Bakerloo Line

No unusual destinations as far as is known, but all trains carry

Waterloo

and Neasden

boards which are only used occasionally for trains running out of service to London Road Depot and Neasden depot respectively. Incidentally, there are also a few boards in use which have

Elephant & Castle

whereas the majority only have

Elephant

Another board no longer used is that which read

Watford LMS

having been replaced by

Watford LMR

when the railways were nationalised.

Piccadilly Line

Although mostly consisting of 1956 and 1959 stock which carries destination blinds, the 1938 stock uses boards. Many of the boards on this line have found their way from other lines and have Piccadilly Line destinations painted or stuck over them.

A notable omission to both boards and blinds on this line has been Aldwych, and Aldwych trains carry either

Special

or display a blank destination. Although a destination which is on both boards and blinds is

Green Park

this is presumably retained for use in an emergency.

While the Finsbury Park-Cockfosters extension was being built, a few boards, some of which exist today in various collections, were made with the following destinations

Bowes Road

which was the proposed name for Arnos Grove, and

East Barnet

this being intended for Oakwood (or Cockfosters - it is not certain which).

Once, all the boards on the tube lines carrying the line names were suitably coloured to match the colours on the system maps, viz -

Central Line - Red background with white lettering

Bakerloo Line - Brown background with white lettering
(still in use)

Northern Line - White background with black letters
(to distinguish from the destination board) (still in use)

Piccadilly Line - Yellow background with black lettering
(still in use)

This last serves as a reminder of the days when the Piccadilly Line appeared in yellow on the system maps (which was back in the 1920's).

Central Line

No boards are carried now, but the last boards to be used on this line were NOT on the last of the 'standard' stock, as may have been thought. They were in use until the end of 1966 on the 1935 stock on the Epping-Ongar shuttle service.

Unused boards carried by 'standard' stock trains included some

Denham

boards. This is two stations beyond West Ruislip on the Western Region line, and it was intended to carry the Central Line to this station, but due to the Green Belt being extended and the second World War, it has never got beyond West Ruislip. Another board carried by 'standard' stock until its end was

Wood Lane,

which was just south of White City and was replaced by that station in 1947.

Metropolitan and District Lines

As far as is known no unused destination boards were ever made for these lines except that

Hounslow

is still carried by most District Line trains.

Wrong Destinations

It is very rare for a wrong destination to be displayed on Underground trains, but this does happen frequently in two cases. One is Aldwych trains on the Piccadilly Line - as already mentioned above. The other instance is on the East London Line. Nine times out of ten a District Line destination appears upside down - such as Hounslow on a New Cross or New Cross Gate train. There are in fact

New Cross

and

New X Gate

boards but a lot of trains on the East London Line do not carry them.

Destination boards are a fascinating side-line to the Underground subject, but are mainly a visual aspect, and not much can ever be written about them.

LETTER TO THE EDITOR

6 May 1968

Sir,

A very minor error has crept into the interesting article "Centenary of the First Underground Branch".

Only Marlborough Road and St John's Wood were kept closed until 09.30. Swiss Cottage opened at the normal time. The arrangement tended to defeat its object at times, as up trains were often stopped, or nearly stopped, by signals at St John's Wood.

As regards the rebuilding of Edgware Road although the four platforms and extra tracks were brought into use in 1926, as stated, the buildings on the street level were not completed until January 1929.

167 Cornwall Road,
Ruislip,
Middlesex.

H.V.Borley.

NEW BOOKING HALL AT
HIGHBURY & ISLINGTON STATION

On Sunday, 7th April 1968, a new combined ticket hall, serving both London Transport's Northern City Line and the London Midland Region's North London Line was opened to replace the existing ticket halls, which were on opposite sides of Holloway Road. The 65-year-old Underground station ticket hall and lifts were closed permanently from the same date.

The new ticket hall is itself a temporary building, because of long-term development plans for the area. It has been built on the site of the former London Midland Region ticket hall and has an entrance behind the Post Office on the corner of Holloway Road and Upper Street. London Midland Region passengers continue to use the existing stairs to reach the North London Line platforms, but Underground passengers now use one of a pair of escalators - with a fixed central stairway - which have been built under Holloway Road to link with the Underground platforms.

The existing subways linking the platforms with the bottom of the present lift shafts have been extended to connect with the lower landing of the new escalators. 91

When the first section of the new tube opens in the autumn, Victoria Line passengers will have same-level interchange with the Northern City Line and the escalator connection will give an easy interchange route to and from the North London Line without crossing Holloway Road.

From the date of the new ticket hall being opened, all London Midland Region staff were withdrawn from the station, which is now wholly manned (including the ticket office) by London Transport personnel. Tickets will, of course, be issued by LMR stations as before, but this will be done by LT booking clerks. The only responsibility continuing in BR hands for the normal working of the station is that they retain responsibility for cleaning and maintenance of the BR platforms and approach stairways - which work will presumably be done by travelling gangs as all staff have been withdrawn.

THE WOTTON TRAMWAY AND THE CHANDOS PAPERS

Those who have studied the history of the Wotton Tramway will know that the line was built by the then Duke of Buckingham and Chandos on private land to serve his estate, without any Act of Parliament being needed or obtained. These same students will also know that the Dukedoms of Buckingham and of Chandos became extinct on the death of the third duke in 1889, and that the bulk of the family archives (known as the Chandos Papers) were sold many years ago to the Henry E. Huntington Library and Art Gallery in California.

These two factors combined - the lack of an Act and the inaccessibility of the family papers, have served to make the early history of the line obscure and extremely difficult to research satisfactorily.

Recently, Ian Melton, who is one of the students of the Tramway, has been in touch with the Huntington Library, and obtained some extremely interesting news; a letter from the Library dated February 1968 states that they have amongst the papers they own about 450 letters and a similar number of accounts relating to the

Tramway, all for the period 1866-1888.

While it is quite possible that many of these documents will prove of little use to the student, it is equally clear that many of them will be of the greatest value; this is self-evident from the fact that they start from 1866 - as the line did not open until late 1871 and was not completed until 1872, the available papers clearly cover the period of construction.

The cost of obtaining copies of these papers will be considerable; the cheapest means of copying will be by microfilming, and even this will mean spending \$200. As, obviously, not all the members of the Society are interested in this small and somewhat obscure branch of the Underground, it would not be right for Society funds to be used to such an extent (even if they were available) to provide material for the use of a comparatively small number of student-members. On the other hand, it is known that those members studying the Tramway, although a minority, is a surprisingly large minority - for the line seems to have a fascination for Underground students, probably because it is such a rural contrast to the usual Underground line.

In view of this situation, the Committee has agreed to sponsor an Appeal for raising the funds necessary to pay for microfilming the available material. As the cost is high, and the interest a minority one, it is suggested by the Committee that an offer to help would need to be of at least £5 per interested member. Of course, if sufficient members are willing to assist, the cost per member will be reduced proportionately to the amount of their original individual offers.

The actual microfilms would of course have to remain the property of the Society, if the Appeal were successful, but obviously facilities would be provided for contributors to make use of the material before it was made available to others.

Therefore, would all those willing to subscribe £5 or more to this fund, please write to the Chairman, P.R. Davis, at 62 Billet Lane, Hornchurch, Essex, stating the maximum amount they would be willing to contribute, and how soon their contribution might be available after being called for.

Down the drain

The English may be mentally or spiritually developed.
But as citizens of splendid cities they are more
ignominious than rabbits. (D.H.Lawrence)



Back to back on a London tube train,
Don't let go whatever you do,
Someone isn't using Amplex,
Could that somebody be you?

A woman got on at Piccadilly Circus,
Four feet high and round and fat,
When she got off at Baker Street,
She was ten feet tall and thin and flat.

Push a little harder, pack them tightly,
Wrap them up and send them home,
A million bottoms touching nightly,
'For quick relief try Meggezone'.

A girl I know pressed her face to the window,
Crushed by the crowd day after day,
When last I saw her, I hardly knew her,
Her nose had all been worn away.

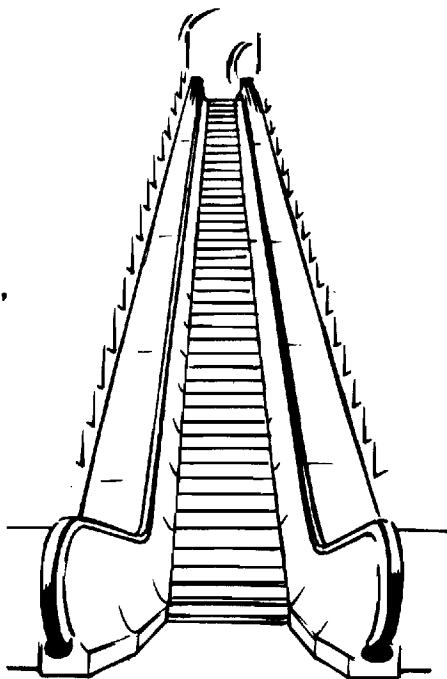
I know a thousand thousand people,
They've been very close to me,
I've seen a million noseless faces,
'Ovaltine will make you sleep'.

Mr Brown settled down to read his paper,
His hat was black and his face was red,
They got him off just ten stops later,
Pale as a ghost and stone cold dead.

Here we sit like crabs in a hamper,
A million corpses down the drain,
Shut the doors and press the button,
'Aspirin will kill the pain'.

Aspirin will kill the pain
And Meggezone will cure the cough,
Someone isn't using Amplex,
Stop the train and let me off.

Stop the train and let me off. Oh
Give me the right and the room to move
Away from the breath of a life in the death
Of a rush hour crowd in a London tube.



NF 765 The layout of the Mill Hill East branch track is to be altered to enable a 101-year-old bridge to be demolished. The work started in April, and the change will be made in July. After the bridge, which carries the line over Crescent Road has been demolished, all trains will run over a bridge built in 1940 for the extension at that time proposed to Edgware.

NF 766 Another item of news about bridges is that a contract worth about £40,000 has been let to Leonard Fairclough (London) Limited for a new bridge between Chiswick Park and Acton Town stations. This work will entail the rolling out first of all of a private road bridge linking LT's Chiswick and Acton Works. This runs alongside the railway bridge, and its removal will enable the contractors to erect the new rail bridge on trestles beside the present bridge, ready for it to be rolled in at some time in the autumn. The road bridge will then be replaced, and the whole job is expected to continue until the end of the year; the new bridge will have a 60ft span, and will weigh 240 tons.

NF 767 Changes to the track layout at Westbourne Park on Sunday 12-5-1968 necessitated withdrawal of the Hammersmith & City Line service between Edgware Road and Ladbroke Grove, and its replacement by a special coach service up to 18.30. The work was in connection with the modernisation of the approaches to Paddington by Western Region, BR, and to enable passengers to have adequate time to catch their train when interchanging from the coaches at Ladbroke Grove, these coaches left Edgware Road three minutes earlier than the usual train departure times.

NF 768 The replacement Hammersmith & City Line and Circle Line stock will, it is understood, be known as the "C.69" stock; the existing cars on these lines will be transferred to the District Line to replace "Q" stock.

NF 769 It is further understood that, after the C.69 stock has entered service, the East London Line will be worked by Q stock still, in the form of 4-car units.

NF 770 Replacement stock for 1938 tube stock will be designated 1973 tube stock.

NF 771 The 212 units for C.69 stock referred to in the Board's 1967 Annual Report, are understood to be 106 motor cars and 106 trailers, in two-car units.

NF 772 By mid-May 1968, at least 24 4-car units of Victoria

Line stock had been delivered, and of these seven had entered service in one way or another, or been transferred to Northumberland Park depot.

NF 773 At the Transport Tribunal hearing re the proposed fare increase, LT were said by one of their witnesses to be waiting to see which of the new decimal coins became the most used, before deciding the future fare structure of the Board. This seems to be rather an inversion of the usual process whereby coins are manufactured to fit in with the prevailing prices.

A FURTHER NOTE ON A PROPOSED C&SLR CAR
E. Shaw

Further to my article on pages 69-70 of the May issue of "Underground", specifications were prepared for this City and South London stock, calling for 78 driving motor cars, 19 double-ended control trailers, 20 single-ended control trailers, and 74 trailer cars.

THE TRANSPORT BILL - A STATEMENT OF SOCIETY POLICY

As a result of using the 'Let's Kill Transport Bill' stickers on the envelopes for a recent issue of the Journal, the Committee have heard it asked if the Society is entering the realm of Politics. The answer to this is undoubtedly "Yes". Certain clauses of the Transport Bill, if passed into law, will spell disaster for two items which are of direct concern to the Society, viz, the national collections of Transport Relics and Historical Records, and the Society is determined to oppose those clauses by all the means at its disposal. That is Politics. But, just to forestall a large number of off-beam Letters to the Editor, it must be pointed out that the Society is not indulging in Party Politics; the provisions of this Bill affecting the above-mentioned collections are bad - thoroughly bad - and this is in no way affected by who thought of them. The opposition of the Society would be just as wholehearted if the Transport Bill had been a Tory brain-child, for the damage it will do would be in no way affected by the monster having different parents.

By the way, have you written to your MP yet to protest; and to the Ministry of Transport as well? If not, why not? And if you are too lazy to do so, please don't complain to us when Clapham has been closed and the collection to all intents and purposes destroyed. It will be your own fault.

19.00 Thursday 6th June Library Evening at 62 Devonshire Road, Ealing, London, W.5. Please note - now on Thursdays.

19.00 for 19.15 Friday 14th June An Illustrated Lecture by R.H.G. Thomas on "Some Old London Rail Services". Our speaker is a University Lecturer on London's Railways, and has a superb collection of slides. This will be a highly informative evening, and will be at Hammersmith Town Hall.

Saturday 15th June A Tour of the original section of the Central Line, from Bank to Shepherd's Bush; time and place of meeting have not yet been received from London Transport.

Those wishing to attend please send their applications, accompanied by a stamped addressed envelope, to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey.

Saturday/Sunday 22/23 June It is hoped that the Society will have a stand at the Chiltern Traction Engine Rally, but details of this are not available from the organisers at the time of going to press.

10.00 Saturday 29th June Trip on the Victoria Line automatic stock in service on the Hainault-Woodford Loop. Meet on the platform at Hainault. This is not an official trip, as we want to save Victoria Line visits until later, so all members and friend may join the party. No notice is necessary.

19.00 Thursday 4th July Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 12th July A Film and Slide Show arranged by Roger B.Manley, the main subject of which will be the recent opening of the new Rotterdam Metro. Also included will be other Underground and Tramway scenes on the continent.

Sunday 28th July Family Outing to Great Yarmouth. The Party will depart from Liverpool Street at 09.30, arriving at Great Yarmouth 12.23. Departure on the return journey will be at 17.50, arr Liverpool Street 21.13. Special fare for this excursion will be approximately 32/- return.

Please send your name, and the number in your party, to the Secretary, J.P.Wirth, 43 Crestway, Roehampton, London, SW15

THE TAIL-LAMP

"The intervals between trains will be longer, due to bad weather and earlier late running"

Notice at Hammersmith Met station, Dec. 1967

Lithoed by The Celtic Bureau, 93/94 Chancery Lane, London, WC2, and Published by TLURS, 62 Billet Lane, Hornchurch, Essex.