

T.O.T STAFF MAGAZINE



Vol. IV. No. 51.

January, 1926.

One Penny.

Principal Contents.

	PAGE
A NEW YEAR'S HOPE	1
PROGRESS NOTES	2
NON-STOP NOTES	4
WHAT "NEXT"? (CARTOON) ...	5
THE HUMOUR OF THE OMNIBUS ...	6
STAFF MEETINGS AND STAFF DINNERS	8
A STUDY OF PICTURE WRITING ...	11

	PAGE
A HISTORY OF TRAMWAYS IN LONDON—I	12
THE GREAT UNDERGROUND PUZZLE ...	16
SIR GEORGE GIBB	17
THE CHILDREN'S CORNER	18
T.O.T. PHILHARMONIC SOCIETY :	
"PATIENCE"	19
SOCIAL AND SPORTING NEWS, ETC. ...	19



EDITORIAL NOTICE.

Contributions from the staff of the T.O.T. Companies are cordially invited. Articles dealing with passenger transport from the historical, economic, or technical points of view, and notes on T.O.T. news of general interest will be specially welcomed. Every care will be taken of photographs and drawings, which will be duly returned.

Lengthy articles intended for publication in "the next issue" should be received by the 14th of the month, unless, of course, other arrangements have been made with the Editor. The latest date for the receipt of general matter and Social and Sporting News, etc., is the 17th. Short paragraphs of special interest or importance can be received up to about four days later.

Matter intended for publication should be written on one side of the paper only. Typewritten matter should be double-spaced and have an ample margin on the left-hand side.

All contributions should be addressed to The Editor, T.O.T. Staff Magazine, Commercial Manager's Office, 55, Broadway, S.W.1. Telephone No.: Victoria 6800, Extension 311.

T.O.T. STAFF MAGAZINE

Vol. IV. No. 51.

January, 1926.

One Penny.

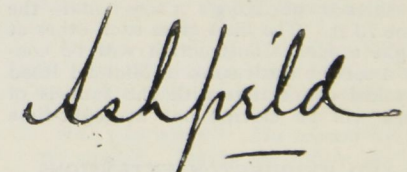
A NEW YEAR'S HOPE.

THE year 1926 must be for all of us a year of hope. The large programme of improvements and extensions will, in this year, be concluded (except the Piccadilly Circus station). We shall then have spent over £20,000,000 in providing better travel facilities of all sorts for the public, and the expectations of increased traffic which we have built upon that programme will be tested. In this year our attention will not be to new works but to the use of what we have got. For, until we have earned a return upon the sums now invested, we cannot expect to be entrusted with further sums for extensions and betterments.

What has been accomplished during the year which has just ended encourages me to believe that our expectations for 1926 will be realized. I agree that the problem is not too easy; but there are 40,000 of us engaged on the task, and if each of us does his best—and I believe we shall—then I am confident the New Year is bound to be a successful one.

I have said nothing about the Tramways, the Cinderella of our group; and here I am encouraged to believe that they too will improve their position during the year. There are hopeful signs on the horizon and I think that 1925 will be their worst year and that 1926 will be the beginning of better and still better years.

To all my fellow workers, of whatever rank and position, I send my best thanks for their loyal support and splendid service and my very sincere wishes for a Happy New Year.



PROGRESS NOTES.

CLAPHAM ROAD AND OVAL STATIONS.

Contracts have recently been placed for the rebuilding of the booking halls. It is hoped to have the reconstruction of these stations (at which the task of installing escalators has been in hand for some time) completed early in the summer of this year.

A GROUND SIGN.

A novelty in the way of Underground signs has been installed in the floor of the upper landing of the escalators at Charing Cross, in the form of the word "Bakerloo" in aluminium letters fixed flush in the paving, with an arrow of the same metal indicating the "Down" escalator of this line.

TRAFALGAR SQUARE STATION RECONSTRUCTION.

The work of installing the escalators is now proceeding apace and should permit of their being placed in service some time in February.

Trafalgar Square, or, rather, Charing Cross, is an ancient and historic site, and it might have been expected that during the excavations in connection with the present improvements at the Underground station some mementos of the past would have come to light. We are loath to quicken the interest of our archaeological readers merely to damp it, but nothing save the normal composition of Mother Earth has been discovered. It may be recalled, however, that during the original construction of the station some old masonry was revealed. Whether this formed part of the King's Mews or of the adjacent hermitage of St. Catherine we cannot say. It were pleasing to think it were a fragment of the old hermitage, for St. Catherine of Alexandria was a patron of all good travellers.

ANOTHER NEW LINK IN THE UNDERGROUND.

Work is now in hand on a connection between the City and the Piccadilly railways at King's Cross, to enable the rolling stock of the former line to be passed through to Acton Depot for overhaul, etc. This arrangement will ease the pressure on the Golder's Green Depot. The connection will take the form of a single tunnel, 400 yards in length and 12 ft. 6 in. in diameter, leading off from the City line at a point below Midland Road and sweeping round in a semi-circular curve to the Piccadilly line, which it will join at the south end of the station of this railway. The new tunnel will have a rise of 15 ft., the City line being 88 feet below the surface at King's Cross and the Piccadilly line 73 ft. The lines cross each other at almost a right angle. Construction will be conducted from a service shaft sunk in Midland Road and the physical connection with the tunnels of the two lines will be carried out at night-time only.

MORDEN AND KENNINGTON EXTENSIONS.

These important additions to the Underground facilities of South London will be opened for traffic about the middle of the present year.

TRAIN SERVICES.

A service of 257 trains will be worked to and from Morden daily, the schedule consisting of 13 trains per hour each way between Morden and Golder's Green, via Moorgate, during the busy periods of traffic; and 17 trains per hour each way between Morden and Edgware, via Charing Cross, during the slack periods.

Tooting, which bids fair to become a busy centre of Underground traffic, will have a rush-hour schedule of 26 trains per hour both to and from Euston, Golder's Green, or Highgate, via Moorgate. During the slack periods a similar service will be operated between Tooting and the Edgware line, part by way of Charing Cross and part by way of Moorgate.

The above-named services will, of course, be considerably enhanced by the interchange facilities afforded at Kennington, which will become the South London junction of the City and the Hampstead lines. The Kennington schedule will comprise 54 trains hourly both to and from Colindale, Edgware, or Highgate, during the rush hours, part of the service being worked via Moorgate and part via Charing Cross. During the slack periods the Kennington service will be 51 trains per hour to and from the northern terminals.

Apart from the advantages the Morden and Kennington lines will present for local travel, the opening of the Waterloo station of the latter extension will provide an important augmentation of the Underground facilities to and from this busy terminal of the Southern Railway.

ALTERATIONS AT CHARING CROSS.

The partial reconstruction of the Hampstead Line section of Charing Cross Station will necessitate an adjustment, lasting for three or four months, of the present train services. Commencing on January 21st only Golder's Green and Edgware trains will be worked into Charing Cross, Strand Station becoming the terminal for the Highgate services.

AN INCREASE OF STAFF.

Additional services cannot be worked without additional labour, and herein the Morden and Kennington extensions—the construction of which will have provided employment for thousands of people—will entail an increase of something like 300 men in the Underground staff.

FRIENDS IN DISTRESS.

He was a Clerk in Holy Orders. He struggled through the barrier on to the platform, just as the Richmond Non-Stop went out. He was a Clerk in Holy Orders, but, really, it was most exasperating to miss a train in that way. His countenance reflected his feelings. "Never mind, guv'nor," said the horny-handed son of toil who had struggled through with him, "I'll say it for both of us."

LOOKING BACKWARD.

Milestones of T.O.T. History.

- January 7, 1856.—L.G.O.C. began working in London with 27 omnibuses.
- January 1, 1905.—Issue of Monthly "Seasons" began on D.R.
- January 4, 1907.—Vanguard Motorbus Company incorporated.
- January 1, 1909.—L. & N. W. R. services on D.R. withdrawn east of Earl's Court.
- January 1, 1911.—Season Ticket Deposits abolished on Underground.
- January 1, 1911.—L.G.O.C. absorbed the Great Eastern Motor Omnibus Company.
- January 1, 1912.—L.G.O.C. entered the Underground Group.
- January 1, 1913.—Central London and City and South London railways entered Underground Group.
- January 4, 1914.—Flying junctions brought into use at Earl's Court.
- January 8, 1914.—Landing control of Lifts inaugurated at Piccadilly Circus Station.
- January 1, 1915.—Bakerloo trains began working to Queen's Park.
- January 1, 1918.—L.G.O.C. purchased the Associated Omnibus Company.
- January 21, 1921.—Rolling Stock with air-operated doors inaugurated on Piccadilly Line.
- June 13, 1921.—Chiswick Overhaul Works opened.
- January 30, 1922.—One-Man Car placed in operation on Kingston-Richmond Park route of L.U.T.

SUGGESTIONS.

During the month of November, 200 suggestions were received, and awards were granted in the undermentioned cases:—

- Barnett, C. E. (Scaffolder), Lillie Bridge Works.
- Bourchier, S. (Mach. Attendant), Baker Street Station.
- Chapman, C. V. (S. S. Attendant), Kilburn Park Station.
- Durham, W. (Inspector), Putney Bridge Garage.
- Fancourt, W. H. (Motorman), Wood Lane Station.
- Grantham, L. C. (Carriage Examiner), Lillie Bridge Depot.
- Ludgrove, C. (Motorman), Golder's Green Station.
- Merrick, F. L. (Clerk), Progress Department, Chiswick.
- Moody, F. J. (Clerk), Manor House Offices, Trams.
- Pulford, A. (Conductor), Hendon Garage.
- Roe, A. C. (Collector), Old Street Station.
- Smith, E. (Labourer), Acton Town Station.
- Valentine, T. (Porter), Oxford Circus Station.
- Wilcox, P. H. (Cadet), Office of the Traffic Superintendent, L.G.O.C.

The following is taken from "The Daily Chronicle" of December 7th last. The driver to whom the cyclist owes his narrow escape from fatal injury is a "General" man, Driver J. Farnish, of Sutton Garage.

LAD'S ESCAPE UNDER 'BUS. Skilful Driver Steers Vehicle Over Prostrate Cyclist.

An omnibus driver's skill and presence of mind saved the life of Ronald Watson, aged 18, of Mitcham, last evening, when the bicycle the youth was riding skidded and fell in front of the 'bus.

Without chance of avoiding Watson, the 'bus driver steered so skilfully that the vehicle passed over him without inflicting any more serious injury than nearly severing his right ear. The bicycle became entangled in the under-carriage of the 'bus.

After treatment at Croydon Hospital, Watson was taken home.

THE UNDERGROUND PASSENGER IN 1999.

To the Editor, "T.O.T. STAFF MAGAZINE."

SIR,—On reading Professor Low's forecast, in the December issue, of the conditions of Underground travel in 1999, the thought arose as to whether the passengers of that progressive age will display the peculiarities of their ancestors of the present time?

Will the Underground passengers of 1999 try to enter the stations by the exits, will they ignore the notices to stand aside on the escalators (I suppose there will be escalators in 1999?), will they blunder in to Non-Stops and abuse the station staff because they went beyond their destination, and, generally speaking, will they exhibit the same tendency to "go agin" the rules and regulations as do a large proportion of the travelling public of to-day? Or will everybody have first-class brains in 1999, and all the new-fangled ideas work as smoothly as clockwork?

AN L.E.R. GATEMAN.

It would be rash to suggest that 1999 will bring a very marked change in the peculiarities inherent in mankind. We venture to predict that there will still be a Lost Property Office, and if Professor Low's suggestion of an American bar and a saloon waiting-room, with "pictures," at the stations should materialise, it seems safe to say that not a few of the passengers will miss the trains as well as other things.

Perhaps the Staff Meetings of 1999 will take the form of aeroplane trips to New York, Sydney, and other cities overseas, to study conditions on the spot.

But, why worry? The present times are strenuous enough. Maybe the Editor of "T.O.T." in 1999 will alight upon this letter when searching through the back files (if they last so long) and entertain his readers with a considered review of our correspondent's forebodings?—Editor.

NON-STOP NOTES.

Here's a New Year Resolution

You can keep quite easily:
Spend each month an humble penny,
Buy your Mag.—The "T.O.T.!"

* * *

Shop between 10 and 4! Ridiculous!
How can a lady make up her mind in that time?

* * *

THE ANGEL'S PERMANENT WAVE.—Have you noticed it on the permanent way between Angel and King's Cross?

* * *

Rima out-Rima-ed! The oil paintings at the Bank (C.L.R.). The shock nearly pitched us down the escalator!

* * *

In the midst of all the agitation to Scrap the Trams it must be conceded that at any rate they all run on definite lines.

* * *

1ST REVELLER: "If they did scrap the trams we shouldn't miss 'em."

2ND REVELLER: "No, ole bhoy! Not till they took up the lines!"

* * *

Strange that ice on the rails causes the trains to go slower. A bit we trod on recently made us go much quicker.

* * *

We suggest "Thora" as a good name for the new experimental ice-clearing train.

* * *

The writer of the article on straphanging which appeared in our December issue stated that he did not know who was the first straphanger. Neither do we, but we saw one the other day "hanging" on the Highgate "Branch" which gave us a clue.

* * *

We can sympathise with the Booking Clerk for failing to understand the requirements of the country visitor who asked for "Two singles to the Scotch Cinema." "Piccadilly Circus" as a name is still good enough we think. It is certainly enlightening.

THE BECKENHAM BULL.

The newspapers tell of a bull that charged a "General" bus in Bromley Road on December 11th. The full story is set out below.

A big black bull in Bromley Road
When wandering from its abode,
Came face to face with P.C. Dash,
Who, being more discreet than rash,
Let it pass by, and then, with skill,
Followed the bovine up until
He could his person well defend
By seizing its unpointed end.

Encouraged by the fleeing crowd,
The bull refused thus to be cowed,
And shaking off the clinging cop,
Ran off to find a china shop.
Its progress unbarred, it fled,
When, round a corner, something "red"
Came right before the black bull's eyes,
Which made it halt in great surprise.

It was a peaceful omnibus
Which caused the bull to falter thus.
The driver pressed his single horn
Whereat the bull guffawed with scorn:
'I've got two horns—I'll charge the thing.'
It did—and smote it on the "wing."
Then, finding that it did not bust,
Moved off to Croydon in disgust.

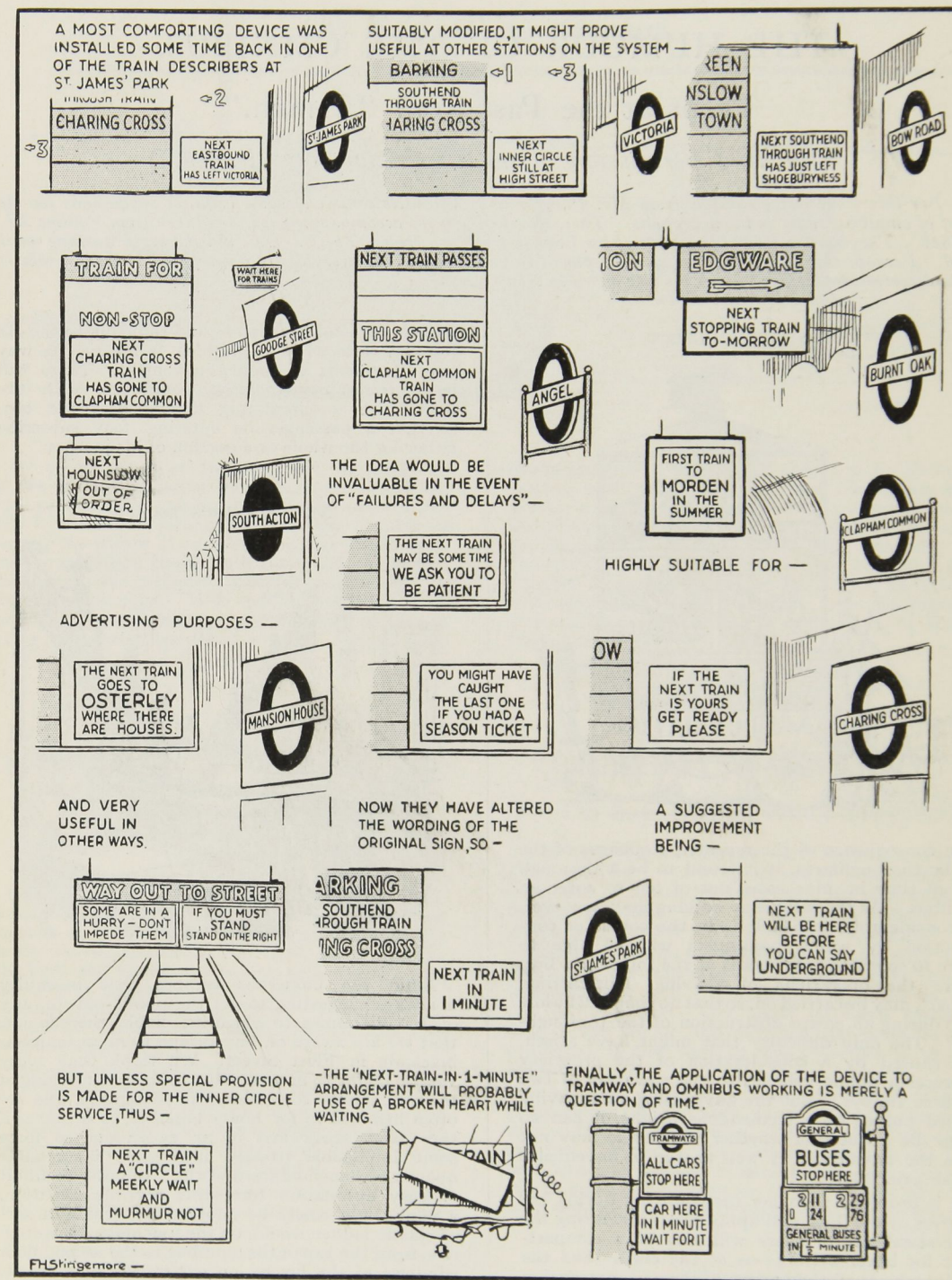
We've just one final word to say
To cattle that may go astray:
Of all the "charges" 'neath the Sun,
The "General's" is the fairest one.
In future when you run amuck
Look properly before you duck,
Lest General Matador's sharp points
Convert you into Sunday joints.

SAFETY FIRST.

They were a Motorman and a Guard, and they were returning from the club dinner, where toasts had been many and the juice of the generous grape had flowed freely. After a while the residence of Doctor Jalap hove in sight. The Motorman halted. "No, mate," said he, "I've been hauled up on the carpet once for passing a 'stick' at danger. Until that light turns green I don't move another blooming inch."

ROUTE EL-EVEN.

They had just come across from New York and were "doin' li'l ole Lun'on." They boarded a No. 11. "They do say these yere buses get around everywhere. Watch me take a rise out of this guy, Hiram! Say, Bo' give us two for Heaven." "Right, Boss," said the "General" man, "here's two to 'The World's End.' You get off there and walk!"



WHAT "NEXT"?

THE HUMOUR OF THE OMNIBUS.

Peeps at the Past from "Punch."

(By kind permission of the Proprietors of "Punch.")

For this issue our gleanings from Mr. Punch's witty chronicle consist of some brilliant suggestions for the relief of omnibus traffic in the metropolis. These sketches, and the accompanying text, are taken from Volume XI. of 1846. They emphasize the longevity of the London traffic problem. The L.G.O.C. did not begin working until 1856. Perhaps the covered-top 'bus recently placed in service marks the first stage of development towards a vehicle of the description portrayed under the title of "The New Omnibus?"

THE NEW OMNIBUS.

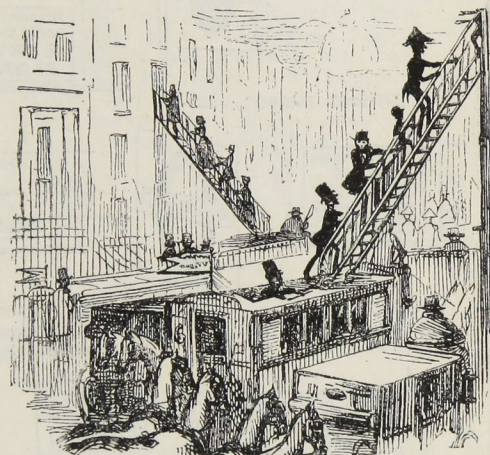


In consequence of the repeated stoppages of the public thoroughfares, it is found to be a thorough loss of time in nine cases out of ten to enter an omnibus. As the fatigue of walking may, however, be considerable, a vehicle is in the course of construction by which passengers will be able to retire to separate apartments at the top of the 'bus, where the operations of shaving, hair-cutting, &c., &c., may be carried on, so that no time will be lost even during an entire obstruction of the thoroughfare. The only difficulty that might have arisen, was caused by a consideration of the propriety of erecting public vehicles to the elevation of two or three storeys; but the advertising-vans having carried puffing to a tremendous height, it can no longer be a question whether the public may not have the advantage as well as the inconvenience of the principle.

It is proposed to lather the company during the progress of the 'bus, and apply the razor during the dead stand-stills. There will also be a compartment for letter-writing—as at the clubs—and the parties who avail themselves of the accommodation will adapt their penmanship to the speed—of course practising a running hand when the 'bus

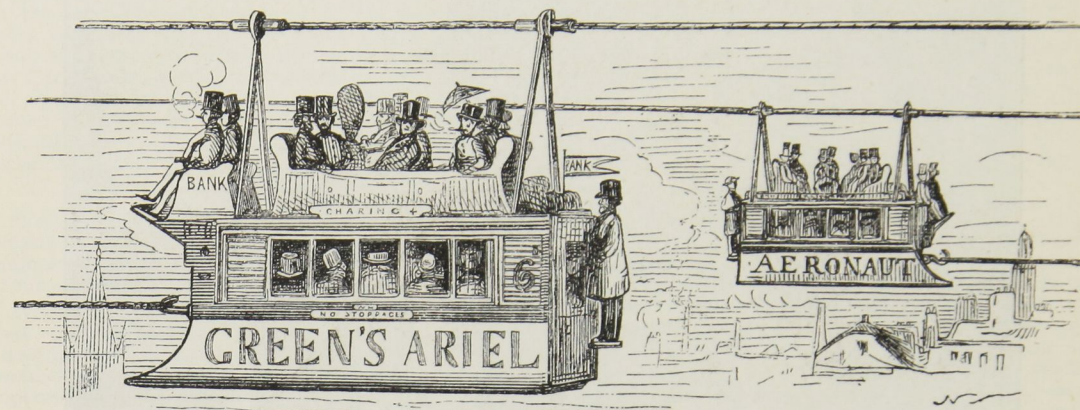
is going at a tolerable pace, and resorting to the old jog-trot style when the vehicle is making its way over fragments of broken pavement. There will be a refreshment-room in connection with the boot, and a circulating library near the top, so that a passenger on entering may subscribe either for the whole or a portion of his journey.

NEW OMNIBUS ESCAPE.



Amid the numerous escapes that ingenuity is always suggesting to get the public out of any of the dilemmas to which it is liable, there is not, that we are aware of, any escape from an omnibus blockade in Fleet Street. We think that every vehicle ought to be compelled to carry something of the sort, for the convenience of passengers, who are often hemmed in for hours together, as firmly as if they were stuck fast in an endeavour to force some impossible passage into some inaccessible quarter of some unknown world. In order to admit of easy extrication from this horrible situation, a plan might easily be adopted by which a sort of elastic ladder would, on the touching of a spring, rise from the top of the omnibus to the second floor windows of the houses on either side of a street, and thus afford an easy rescue from a perilous position.

THE NEW AERIAL OMNIBUS.



In consequence of the repeated blocking up of the principal London thoroughfares, a plan has been proposed for opening two lines of communication by means of strong lines of rope, capable of bearing the weight of vehicles. So that by suspending the carriages, the inconvenience of suspending the intercourse between different points will be altogether avoided. It is evident that the only method of surmounting the difficulties of transit which are being continually raised by paviors,

commissioners of sewers, and others, is by literally passing over them. Stations for taking up and setting down might be opened at the various columns and steeples on the line of road, commencing with the Monument on Fish Street Hill, stopping at NELSON'S pillar for the passengers to and from Charing Cross, continuing to the DUKE OF YORK, and concluding, while Piccadilly is in its present state of blockade, at one of the arches of Hyde Park Corner.

DO YOU KNOW THE UNDERGROUND—AND LONDON?

A Little Test in Topography.

The trains of the Underground (D.R., L.E.R., C.L.R., and C. & S.L.R.) serve 113 stations in the County of London. In this reckoning the three stations at King's Cross are counted individually, as are the two at Notting Hill Gate, the two at the Elephant and Castle, the two at Baker Street, and the two at Liverpool Street (Met. and C.L.R.). Charing Cross, Piccadilly Circus, Oxford Circus, Tottenham Court Road, Hammersmith, etc., are reckoned once only.

Can you group these 113 stations in accordance with the city or the metropolitan borough in which they are situated? Offhand, it seems easy, but we venture to say that not a dozen members of the entire staff of the Underground could do it without consulting an atlas of London.

Have a shot when you have ten minutes to spare by the fireside. We will publish the correct list in our next issue.

It must be strictly understood that no lists are to be sent to "T.O.T.," and no correspondence on the subject can be entertained.

EVERYDAY PHILOSOPHY.

I.—On Suppressing One's Prospects.

The man who continually waits round the corner for something to turn up generally gets about as much out of life as he deserves. By him work is usually regarded with as much enthusiasm as would be expected from a chronic dyspeptic.

Opportunities do not flow from the tap with the water for our morning's ablutions. They come with integrity and a determination never to sit idly by and wait. One must go forth without heed of the labour and sacrifice that must be encountered if the trail of the objective is to be followed.

It has been said that a man who always thinks great things of his life's work is almost beyond the possibility of failure. Obviously, then, the man who possesses the determination to do his best, whatever the task in hand may be, can scarcely fail to rise at some time or other; whilst he who only watches the clock is suppressing his prospects.

G. ANGELL.



[Topical Press.]

"LET'S ALL GO DOWN THE STRAND"—FOOD FOR THOUGHT ON THE LONDON TRAFFIC PROBLEM.

STAFF MEETINGS.

Underground and "General."

TRAFFIC CONGESTION IN RELATION TO OMNIBUS OPERATION.

The third meeting of the present session was held at the Fulham Town Hall on December 9th, Mr. G. J. Shave presiding over an attendance of about 450. Papers on the above-named subject were read by Messrs. A. Chouffot, F. G. Mears, and C. E. Robison (District Superintendents, L.G.O.C.) in the order mentioned. The speakers had probably taken to heart the comments made in our November issue respecting the first Staff Meeting, to the effect that it was difficult to hear what was said. On this occasion those who read the papers or took part in the discussion spoke slowly and clearly and were heard by everyone in the hall, the acoustic properties of which are not very good.

It is purely a coincidence that the question discussed should be dealt with elsewhere in this issue, by the reproduction of the brilliant suggestions made by Mr. Punch for the relief of omnibus traffic eighty years ago.

CAUSES OF CONGESTION.

It seems preferable to review the papers collectively. In dealing with the causes of traffic congestion in the metropolis, all three speakers referred to the inadequacy of the main thoroughfares, which they seemed to think dated chiefly from the Middle Ages and were laid out in a generally haphazard manner. The rejection of Wren's scheme for the re-planning of the City after the Great Fire was regarded as a contributory factor of congestion. The truth is that Wren's scheme was impracticable, and in any case, whatever its merits or demerits, it would have affected only the City. The speakers were on firmer ground when Mr. Chouffot made the point that there were too few bridge approaches for cross-river traffic and that more bridges were needed; and Mr. Mears cited the rapid development during recent years of the central area as a place of business alone, with the resultant attraction of enormously increased volumes of traffic from the suburbs on every side. In the latter connection no better illustration could be quoted than the Old Westminster district adjacent to Broadway, where rookeries that inspired no traffic have, during the past twenty years or so, been effaced by great blocks of offices.

Apart from their narrowness (said Mr. Chouffot), many of the main highways had other drawbacks. Inspection covers and manholes were frequently in the carriageway instead of on the footpath; lamp standards were set up in the middle of the road, and the latter situation was often occupied by a cab rank or used for parking other vehicles. All these things made for congestion. Horse-drawn vehicles were another cause of obstruction; although herein Mr. Robison did not altogether agree with Mr. Chouffot.

"NO THOROUGHFARE."

Both Mr. Chouffot and Mr. Mears dwelt on road repairs and the lack of co-ordination among municipal and public utility authorities when works of this nature were in hand.

When roads were up, the "General" Road Staff were of assistance to traffic as a whole. Mr. Chouffot quoted instances where the Road Staff persuaded the local authorities and the police to supersede "official" alternative routes by better ones suggested by the L.G.O.C. men; and Mr. Robison stressed the point that in directing the omnibuses to and through the side thoroughfares when roads were up, the "General" officials assisted to guide and regulate the ordinary traffic as well.

HOW OMNIBUS OPERATION IS AFFECTED.

The hindrances against which the London omnibuses have to contend are (as Mr. Robison stated) a very serious matter. Besides the inconvenience caused to the travelling public, a considerable loss of revenue is entailed to the L.G.O.C. Mr. Mears touched upon another evil of congestion, in the form of increased cost of working—petrol was being consumed whilst the 'buses were at a standstill in traffic blocks, and the continual stopping and starting were a strain on the mechanism.

SUGGESTIONS FOR RELIEF.

Various measures for obtaining relief were suggested by the lecturers, and the impracticability of most of them tends to emphasize the difficulties of the problem. Messrs. Chouffot and Mears put forward, among other schemes, the staggering of the hours at which the workers begin and end their labour, the adoption of which expedient in certain American cities was touched upon by Mr. Lansdown last year in the paper recounting his experiences in the United States. It is doubtful whether, in view of the multiplicity of businesses and trades in London and their interdependency on one another, such a project could be advantageously adopted. Congestion in certain main thoroughfares might be eased (said Messrs. Chouffot and Robison) by a regulation of the hours at which carriers' vehicles would be allowed to collect and deliver—a proposal that the carriers and the warehouse people would not be likely to receive favourably. After all, the bulk of London traffic is inspired by trade.

Dealing with measures from within, so to speak, Messrs. Mears and Robison suggested dividing the area of "General" operation into zones and working shuttle services. The turning of the omnibuses at a greatly increased number of terminals, and the

inconvenience that would be entailed to passengers by changing from one service to another would appear to vitiate such suggestions forthwith.

In the discussion that followed Messrs. Bland and Savidge took part.

The meeting was interesting and informative, but at the close the London traffic problem seemed more formidable than ever. We are inclined to agree with Mr. Mears that there is no real solution, and to live in hopes with Mr. Chouffot that when the London Traffic Act is in full working order it may effect some improvement.

CONSIDERATIONS.

The peculiar configuration of the Thames between London Bridge and Vauxhall—it here forms a great elbow—must constitute a permanent hindrance to the smooth flow of traffic in the City and the West Central districts. This was best illustrated by considering first the splendid highways system of the Surrey side, *inside* the elbow. Here the roads—with one exception, of quite modern origin—are broad thoroughfares, with convergences at various points, as the Elephant and Castle, St. George's Circus, and Kennington Gate. Traffic from the south reaching these road junctions disperses through bridge approaches that afford a choice of crossings of the river—to north, east, and west. Now, on the opposite bank, which is *outside* the east-to-west section of the Thames below, there are individual approaches, of a kind, to certain bridges only. These approaches cross or lead into the main line of thoroughfare between Charing Cross and the Mansion House (the Strand, Fleet Street, etc.), running beside the river. That thoroughfare is itself already congested by its own through traffic and the traffic taking this route to or from the bridges. The Surrey side roads have clearing junctions, the City and the West Central highways have none worth speaking of.

Another point worth bearing in mind is that during the transition to motor traction no street improvement of real importance has been formulated and executed. The Kingsway—Aldwych improvement originated in the last century, as did the piecemeal widening of the Strand, Piccadilly, and other streets. Last, but not least, there are still the sorry spectacles of a derelict bridge across the Thames at Westminster and a hay market blocking the main eastern thoroughfare.

MID-ROAD LAMP STANDARDS.

Mr. Chouffot's reference to lamp standards in the middle of the road is susceptible to the following observations. The matter is a difficult one, and has been before the London Traffic Committee on several occasions. Thus far the Committee has been governed by the consideration that where a road provides twenty feet clear for vehicular traffic on each side of such standards, the Committee has agreed to the erection of central standards. The widths of road named enable two lines of traffic to move freely and omnibus fast traffic to overtake slow traffic without fouling the standards. It also represents a road of such width—namely, forty-five feet as a minimum—that there would seem to be some need for more refuges to provide for the safety of pedestrians crossing the road.



THE TRAMWAYS DINNER AT THE HOTEL CECIL.

The question of central lamp standards seems to have an important bearing on the traffic facilities of main thoroughfares. The views of the staff, particularly of the "General" Drivers, would be welcomed. Readers of "T.O.T." are, therefore, invited to forward their observations to the Editor.

NEXT MEETING.

The next Staff Meeting will be held at the Fulham Town Hall, on Thursday, January 19th, when Messrs. J. E. Cowderoy (Assistant Commercial Manager), S. A. Heaps (Architectural Officer), and A. W. Green (Statistical Officer) will deal with traffic in Berlin, Paris, and New York, respectively. The attraction of this meeting will be enhanced by the interesting slides depicting conditions in the cities named.

SOCIAL EVENING.

The large attendance at the Bohemian Concert held at Queen's Hall on December 17th was evidence of the keen attraction exercised by these Social Evenings, which form a variant of the Staff Meetings. It seems a pity, however, that the programme presented so little diversity, the artistes being entirely of the comic order. Now, the Funny Man medicine is no doubt an excellent tonic when taken in small doses occasionally, but when copious draughts are taken, or, rather, are forced on one, continuously, it must satiate even the most extravagant taste. Herein it is the duty of the STAFF MAGAZINE to voice the feelings of the staff on a question of staff welfare. The right prescription should be given.

Jack Hylton and his Band were highly appreciated, and, to descend to music-hall diction, were certainly the star turn of the programme.

In devising these Social Evenings, the Management has embarked upon a departure that makes a strong appeal to the staff.

Tramways.

SUGGESTED IMPROVEMENTS IN TRAMWAY OPERATION.

The second meeting of the present session was held at Acton Depot, on December 16th. In the unavoidable absence of Mr. C. J. Spencer, Mr. A. V. Mason presided over the large and appreciative audience that attended.

The paper was read by Mr. W. D. Batchelor (Chief Instructor), who put forward many suggestions for improvement in the design of rolling stock and in methods of operation. The suggestions, as he stated, were purely tentative, and were presented for the purpose of encouraging discussion.

The animated discussion that followed demonstrated the keen interest evinced in the subject and the attention aroused by Mr. Batchelor's suggestions. Mr. Mason dealt with many of the points that were raised.

After Mr. Batchelor had replied, a vote of thanks was proposed by Mr. Cover and carried unanimously.

Tram Driver (to elderly gentleman who has narrowly escaped being run over): "Lumme, gov'nor, you musn't arf keep your guardian angel busy!"

A BIT MYSTIFIED.

American (on 'bus in thick fog): "Say—I guess this is what you call over here a London Particular?"

Conductor: "No, sir, this is a London 'General.' You're thinking o' them pirates, sir!"—*The Passing Show.*

STAFF DINNERS.

Tramways.

The third annual dinner of the Administrative, Clerical, and Control staff of the London and Suburban Traction group of companies was held at the Hotel Cecil, on November 18th last. Lord Ashfield presided over a gathering that numbered more than 200 and included directors and officers of the companies and many ladies.

The toast of "The Companies and the Chairman," proposed by Mr. L. H. Frooms, of the Manor House offices, was responded to by Lord Ashfield, whilst to that of "The Staff," proposed by Lord Stuart of Wortley, Mr. C. J. Spencer replied.

A musical programme, interspersed by dances, was an innovation that enhanced the success of a most enjoyable evening.

"General."

The tenth annual dinner of the administrative and supervisory staffs of the L.G.O.C. took place at the Hotel Cecil on December 2nd. Lord Ashfield presided, and among the large gathering present were the directors and officers of the company and a number of specially invited guests.

In proposing the toast of "The Company," Mr. R. S. Tilling said that he had been in the omnibus business for sixty years. The London General Omnibus Company gave a wonderful service of transport to the metropolis. Its drivers were the best in Europe, and the conductors were invariably civil and polite. In responding, Lord Ashfield stressed on the need for development and advance, and expressed the disappointment he felt that, at the moment, there should be a disturbing factor.

The toast of "The Staff" was proposed by Mr. Frank Pick, who referred briefly to the developments of the past year. Mr. George Best responded.

SILENCE IS GOLDEN.

He had taken his wife to the dental clinic. "Now, look here, young man," demanded the good lady, as she handled some dentures, "d'you mean to tell me I shall be able to speak all right with these things in my mouth?" "Certainly, my dear madam," the dentist assured her, "our dentures are so perfectly made that you'd be able to talk all day with them, without the slightest discomfort." "Lizzie," said her husband, nervously, "p'r'aps it'd be as well to see about it later on?"

THE RUSSIANS.

The scene is Oxford Street at sale time. The No. 13 is full inside and out, and the Conductor is on top collecting fares. It pulls up at Selfridge's, and before he has a chance to descend a swarm of returning bargain-hunters take the 'bus by assault. "Hi! steady on, there," shouts the Conductor, as he is swept off his feet and goes down among the Russian boots and the parcels, "what d'you think this is—a blooming fly-paper?"

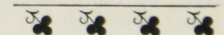


A SOUVENIR.

A Little Study of Picture Writing.

The accompanying photograph depicts the obverse of the plaquette presented by the Mayor and Corporation of Le Touquet-Paris-Plage to Mr. Goodfellow, on the occasion of the visit of the T.O.T. Band to the French watering place during last summer.

The plaquette bears the coat-of-arms of Le Touquet, which is appropriately nautical. The significance of the lighthouse and the ship in a stormy sea is obvious; the fleurs-de-lys, or lily flowers, are a badge of the old royal house of France and loom largely in French heraldic emblems; whilst the dolphin supporters are common enough in the coats-of-arms of seaside towns. The emblem above the shield is the Naval Crown, and indicates that Le Touquet is one of the French "Naval Towns." The Naval Crown, as many ex-servicemen of the T.O.T. Companies are doubtless aware, is borne on the colours of The Queen's Royal Regiment (West Surrey), the Worcestershire Regiment, and the Welch Regiment as a battle honour, detachments of the regiments named having served as marines on ships that took part in victories under Rodney or Howe. The motto, *Fiat Lux, Fiat Urbs*, may be freely translated as *Let the Light shine and the City flourish*, an allusion to the lighthouses that mark the harbour of Le Touquet, and the construction of which, in 1845, led to the formation of the town on the sand dunes. The pine-cone decorative work symbolises the pine woods in the vicinity of the town.





AN ORIGINAL AMERICAN STREET RAILWAY:
The New York and New Haven Rail Road, 1850—a Car approaching the Depot.

[Illustrated London News.

A HISTORY OF TRAMWAYS IN LONDON.

I.—Early Efforts.

INTRODUCTORY.

THE INCEPTION OF STREET RAILWAYS.

In America a tramway is called a street railway or street railroad. We hasten to assure our readers that we have no desire to dilate upon something they already know. The point is, however, that, besides being a more appropriate designation, *street railway* connotes the origin of the system of passenger transportation to which the term is now exclusively applied.

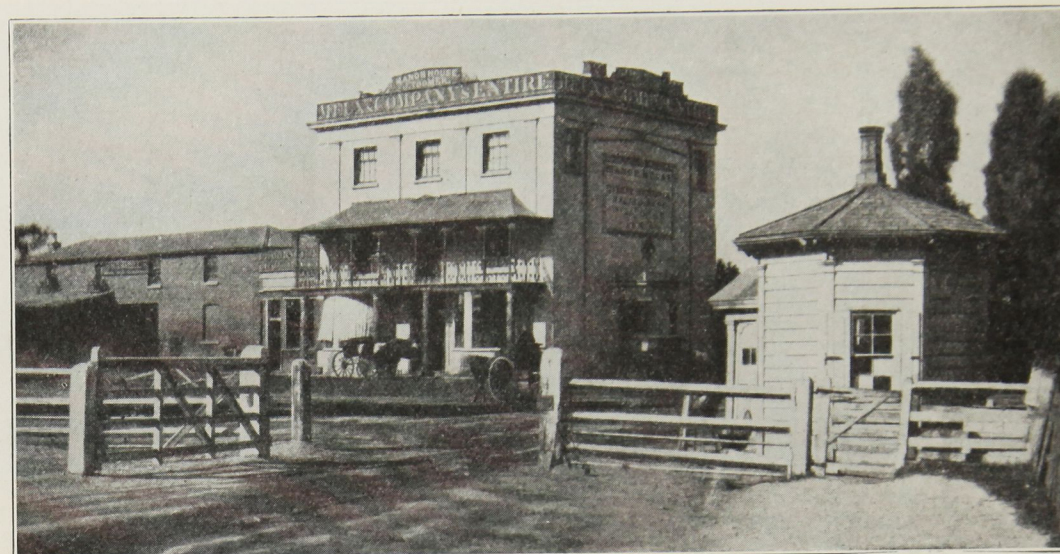
In the early days of trunk railway construction the stations serving cities were usually built in the suburbs. To extend the railway facilities into the cities, it became customary in America for rails to be laid down in the thoroughfare communicating with the depôt, as American railway stations are called. Such lines were known as street railways, and along them cars and wagons were hauled by teams of horses, the use of locomotives in the streets being then regarded as objectionable and dangerous.

The illustration on this page depicts one of the original American street railways—the New York and New Haven Rail Road. This line connected Center Street, New York, with the depôt at the outlying New Haven, and enabled trunk railway passengers to begin or end their journey in the heart of the city. On reaching the depôt at New Haven, the driver jumped off the car, dexterously

unhitched his team of horses and swung them aside, and the car, with the brakesman aboard, ran forward—impelled by its own momentum—on to the trunk line and was coupled to the waiting train or locomotive, as the case might be. Passengers could, of course, use the street railway merely for travelling between New York and New Haven.

The car shown in the picture is a double-bogie saloon of the American standard of the period, and was infinitely more comfortable than even the first-class carriages then in service on English railways. The interior, 50 feet long by 9 feet wide, contained 18 transverse seats on each side, accommodating 72 passengers in all. Our readers who enjoy the privilege of travelling "first" on the District Railway will doubtless be interested to know that the seats were upholstered with red plush; and we are sure that the attention of our L.U.T. readers will be quickened on learning that the seat-backs of this car of seventy-five years ago were similarly treated and were *reversible*.

In 1852 a street railway for local passenger service began working in New York. The innovation met with success, and shortly afterwards similar lines were inaugurated in Philadelphia and Boston. Within a year or two, street tramways were established in certain European cities. Accounts of the improved facilities for urban locomotion appeared in the London press and aroused a cursory interest.



[Stoke Newington Public Libraries Committee.

BEFORE THE TRAMS CAME TO LONDON—THE "MANOR HOUSE" IN 1863.

On July 1st, 1864, eighty-one Toll Bars on the North London roads lapsed from service; sixty-one lapsed in South London on October 31st, 1865. The Seven Sisters Road was formed by the Turnpike Trusts in 1831-33.

THE ORIGINAL TRAMWAYS.

A few words respecting the use of the term *tramway* in England seem to be necessary. Literally, a *tram* (the word is of Scandinavian origin) means a log, a beam, or a shaft of wood, and the first tramways in England were roads paved with logs or beams of wood laid transversely, after the style of the temporary roads formed by contractors when work is in progress on soft ground. Roads of this description were common in mines and mining districts, as, indeed, they are to-day. To facilitate the passage of trucks and wagons, rails were put down along these timber roads, and in course of time *tramway* implied a railed road only. The early railways, particularly in Scotland and Ireland, were frequently called tramways. The term persisted, to become eventually a synonym for *street railway*. A tram is now generally understood to be a passenger car running on rails in a street—an instructive commentary on the changes that the meaning of words undergo.

THE FIRST LONDON TRAMWAY BILL.

The distinction of promoting the first Bill for a street tramway in London belongs, curiously enough, to the London General Omnibus Company. This is a little matter of forgotten transport history that now makes interesting reading. By a strange error, Mr. J. Williams Benn, afterwards Sir John Benn, of the London County Council, in giving evidence before the Royal Commission on London Traffic (*Vol. III., p. 237*), credited this pioneer Bill to George Francis Train.

THE PROPOSED "GENERAL" LINE.

The L.G.O.C. project, which seems to have originated with the French directors of the company,

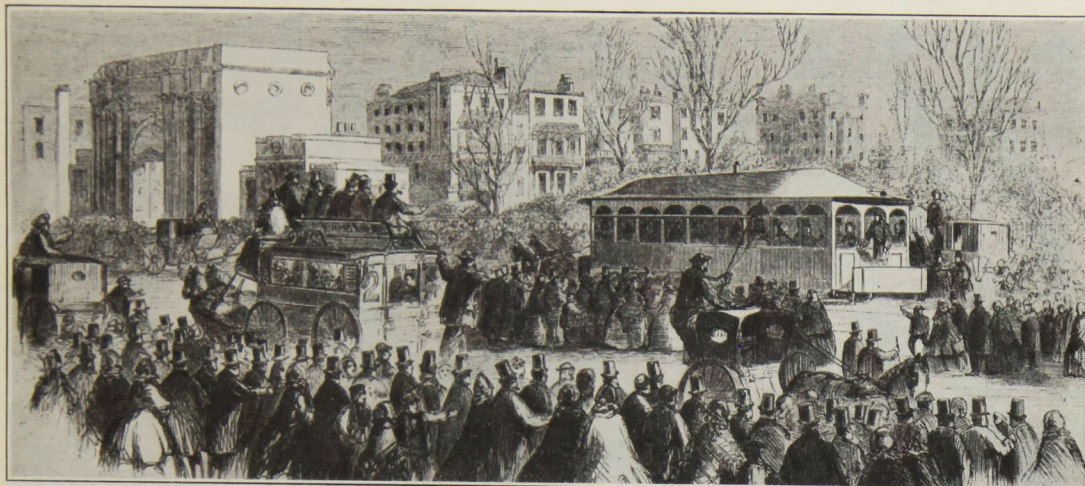
was formulated in 1857, the year after the General Company began operations. Considering that the proposed tramway was to extend from Notting Hill to the Bank, the scheme was of quite an ambitious nature. From Notting Hill the line was to pass along the Bayswater Road to Lancaster Gate, and striking off through Union Street and Grand Junction Street (now Sussex Gardens and Oxford and Cambridge Terrace, respectively), was to cross the Edgware Road and to proceed along the Marylebone, Euston, and Pentonville roads (collectively, the New Road that was the route of Shillibee's first omnibus service) to the "Angel," whence the course to the Bank was to be the City Road and Moorgate Street. From King's Cross a branch line was to run down by way of the newly formed Victoria Street (now the Farringdon Road) to Ludgate Hill.

"OMNIBUSES" FOR 60 PASSENGERS.

The early tramcars were invariably referred to as omnibuses, a term reflecting rather their purpose—a public carriage "for all"—than any peculiarity of construction. Those to be operated on the "General" line would have been considerably larger than any cars subsequently placed in service on horse tramways in England. They were to have had seating accommodation for sixty passengers.

"REJECTED."

The London Tramway Bill (such was the title) came up for second reading in the House of Commons on March 15th, 1858. Sir Benjamin Hall, the Chief Commissioner of Works (whose memory is perpetuated by the name of the great bell of the Palace of Westminster—Big Ben), was the only member who spoke on the Bill. His observations were all against it and were inspired partly by the narrowness



[Illustrated London News.]

LONDON'S FIRST TRAMWAY ON THE OPENING DAY, MARCH 23RD, 1861.

of certain of the streets—some with carriageways only eighteen feet wide—through which it was proposed to construct the line. It was moved that the Bill "be read again this day six months," which, in plain language, meant that it was to be rejected, and thus ended the first attempt to introduce street tramways into this country.

GEORGE FRANCIS TRAIN.

Now, although Parliament had thrown out the first street tramway Bill, public opinion was not altogether opposed to the new agency for urban transport. The press and many well-known people spoke in favour of a system of tramways in London, and during the next year or two the subject received serious attention and support. Affairs moved apace.

In 1859 there arrived in Liverpool the man who, whatever may be said for or against him in other respects, may certainly be regarded as the pioneer of street tramways in England. This was George Francis Train, who was then only thirty years old. Train lived to a ripe old age and survived many years after electric tramways had become an established feature of passenger transport in all countries. In 1902 he published a breezy autobiography which he prefaced with "a biography boiled down into 500 words." The first chapter of his life in tabloid form deals with the strenuous years of his career before he came to England. It reads as follows:—

Born 24-3-'29. Orphaned New Orleans '33 (Father, mother, and three sisters—yellow fever). Came north alone, about four years old, to grandmother, Waltham, Mass. Supported self since babyhood. Farmer till 14. Grocer-boy, Cambridgeport, two years. Shipping-clerk, 16. Manager, 18, Palmer, Train & Co. (income \$10,000). Boston, 22 (\$15,000).

Before coming to England, Train had spent a few adventurous years in the Australian gold-mining camps.

Such was the enterprising young man—who had supported himself since babyhood—that introduced street tramways into England.

THE BIRKENHEAD TRAMWAY.

The mission that brought Train to this country was the introduction of street tramways into British cities generally. He tried Liverpool first, and the Liverpoolians not being favourably impressed, he promptly crossed over to Birkenhead and, through the support of Laird the shipbuilder, he very soon had in operation—between Birkenhead Park and Woodside Ferry—the first street tramway ever laid down in England. It was opened on August 30th, 1860, the inauguration ceremony being supplemented by one of the sumptuous banquets with which the memory of Train will be ever associated. The Birkenhead Park—Woodside Ferry line inaugurated by Train forms part of the Birkenhead tramway system of to-day.

TRAIN'S OFFICE BOY.

Whilst in Birkenhead Train engaged on his office staff a lad named Robinson, who, as the Sir Clifton Robinson of later years, was the pioneer of electric tramways in London and in other cities. The young Robinson followed Train back to the States, and in the days when he was a tramway manager himself he was wont to tell a story of a primitive line somewhere in California. The single car was drawn by a cow. When it reached an incline the passengers got out and shoved and were rewarded with a glass of milk, which was made palatable by the addition of a little "something" provided by the passengers. How the Americans must regret the good old days!

THE POTTERIES TRAMWAYS.

Another provincial system of which the nucleus was inaugurated by Train is the Potteries Tramways, which originated with seven miles of line laid down by the pertinacious American. Train also constructed a short line in Darlington.

THE STREET RAIL BILL.

Meanwhile, the Street Rail Company, of which Train was the presiding genius, had promoted a Bill for authority to construct tramways in the metropolis and any other towns in the United Kingdom as should be selected with the consent of the parties responsible for the repair of the streets, the exclusive right of running carriages with flanged wheels on these lines to be vested in the company. This Bill was promoted as a private Bill, which naturally aroused considerable comment.

TRAIN IN LONDON.

On arriving in London, Train lost no time in propounding his schemes to the local authorities. To say the least, he intended to do things on the grand scale. His proposals for the Marylebone district may be regarded as a criterion of the comprehensiveness of his metropolitan tramway schemes generally. The Marylebone line was to take the form of a loop. It was to begin at the boundary in the Finchley Road and to proceed by way of Wellington Road, Park Road, Baker Street, Wigmore Street, Cavendish Square, and Regent Street, to Oxford Circus, whence it was to return to a junction in Park Road through Oxford Street, Portman Square, and Gloucester Place. Train undertook to complete the work in ten weeks and to have no portion of the road open for more than a fortnight! The Marylebone Vestry discussed the scheme at several meetings.

THE FIRST LONDON LINES.

Train firmly believed that if he could only manage to construct an experimental tramway in London, the success of the Street Rail Company would be assured. He actually laid down three tramways in London, and their defects—defects peculiar to the method of construction—proved his undoing.

The first line was laid down, by permission of the Metropolis Roads Commissioners, in the Bayswater Road, between Marble Arch and Notting Hill Gate; the second, by arrangement with the local Board of Works, in the recently formed Victoria Street; and the third, with the sanction of the Lambeth Vestry, between Westminster Bridge and "The Horns" at Kennington Gate.

THE INAUGURATION CEREMONY.

The Bayswater line was opened on March 23rd, 1861, and the inauguration of street tramways in the metropolis was duly celebrated on the same day by a grand turtle lunch given by Train at St. James's Hall. It was one of the most memorable functions in the annals of "Jimmie's."

Train was his own press agent, and a good one. Invitations, to the number of 800, were sent to the most notable personages of the day, representative of every circle of public life, and to the leading lights of the London vestries and the municipal authorities generally. Train honoured each section of his guests with a graceful toast. With a nice discrimination, he hailed the Press as "the next power in the world to the sovereigns." He regarded Fleet Street and Ludgate Hill as a particularly eligible site for tramways, and greeted the members of the Corporation as "the givers of tramway

concessions in the City"—a phrase that now has a touch of both humour and irony. George Cruikshank replied to the toast of "The Artists," and thus Train's toasts and the responses of distinguished personages proceeded until the grand turtle lunch concluded with everybody more or less a supporter of street tramways.

THE BAYSWATER LINE.

London's original street tramway certainly met with popular approval for the first few weeks. It began working with a single car, a second being put into service in the following May. On the opening day a 'bus-driver, desirous of testing the right of way of London's first tramcar, drove his vehicle on to the line, for which attempt at obstruction he was promptly hooted off by the public. The car was hauled by two horses and was of American type, with a driver and a conductor attired in a neat rifle uniform. Besides the passengers who occupied the seats, others were allowed to stand inside and also on the platforms or galleries, as they were then termed. There was no limit—save inability to find room. A fare of 2d. was charged, and it is recorded that on a certain Sunday in April the receipts of the single car amounted to £30!

TRACK DEFECTS.

The permanent way consisted of single track, laid between the middle of the road and the curb. The rail was of the step type that had been adopted on American street tramways, with a section that might be likened to an inverted T. The tread of the car wheels ran on the step, which projected above the surface of the road, and the flange of the wheels prevented the car leaving the track.

In the permanent way lay the defects of this early tramway. The situation of the line caused the car to be on the wrong side of the road when running towards the Marble Arch, and the obstruction thus occasioned to traffic was aggravated by the projecting rails. Train had said that ordinary wheeled vehicles would be able to run along the tramway track; but it was found in practice that not only had they great difficulty in getting on to the track but they had infinitely greater difficulty in getting off it.

The line being on the Park side of the Bayswater Road, there was not much to worry about so far as frontagers were concerned; but when Train proposed to extend the tramway through Notting Hill Gate the local shopkeepers were up in arms at once.

THE STREET RAIL BILL REJECTED.

Meanwhile the Victoria Street tramway (opened on April 15th) and the Kennington line were being operated under similar drawbacks, and the Street Rail Company's Bill had been thrown out by the House of Commons on the second reading (April 16th). John Bright was the only member who supported the Bill, and he was strongly in favour of it. Curiously enough, in the following month, a committee of the Railway Department of the Board of Trade issued the first report on street tramways, and the report was decidedly favourable.

REMOVAL.

Accidents were of frequent occurrence on the experimental lines, the projecting rails being the primary cause, and eventually the Metropolitan Roads Commissioners resolved by a large majority that the Bayswater line must be removed, and similar instructions were issued by the local authorities responsible for the laying down of the two other lines. Train had previously sought permission to extend the Victoria Street line through Parliament Square and along Whitehall to the Horse Guards! It was certainly a bold proposal, for the Parliament Street of those days was a very narrow thoroughfare indeed.

The three lines were taken up, and thus ended the second attempt to introduce street tramways into

London. Train returned to America and subsequently became notorious for his antipathy against England and everything English. He had, however, achieved good work. He had introduced street tramways into the provinces, and his attempt to establish them in the metropolis, although a failure—as it was bound to be in the circumstances—demonstrated that, with certain modifications on those of Train's design, street tramways had advantages for urban traffic.

(To be Continued).

***The next instalment will deal with the inauguration and history of the horse tramways that formed the nucleus of the present electric system in the metropolis.*

WEIGHED UP!

The immaculately attired gentleman sitting opposite dislikes me. I know he does. I feel it. He is so much better dressed than I. He wears a top hat—he must surely travel "first" always, with a "season" probably. That is why he eyes me so suspiciously . . . scornfully . . . superciliously. I try to meet his arrogant stare nonchalantly, as though I were an eminent politician, or a duke, or a noted author, or some other distinguished personage addicted to shabby clothes and first-class travel.

Good Heavens! here's the Ticket Inspector. I am lost!

"Tickets, please!"

I produce one, with a furtive glance at the elegant gentleman opposite. There is a sardonic smile on his face.

"Three pence, sir, please!"

I pay, abashed, and take the receipt as though it were an indictment torn from the book of the Recording Angel.

The Inspector turns to the immaculate one.

"Your ticket, sir, please!"

He feels in his pockets . . . No! He looks into his gloves . . . No! He searches his pocket-book . . . No! He shakes his handkerchief . . . No! He stands up, and looks at the seat and the floor . . . No!

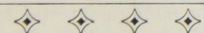
"Aw, Inspector, I'm . . . er . . . afraid I've . . . er . . . lost my ticket, don't you know." (He looks at me—savagely. There is a sardonic smile on my face).

"What station did you get in at, sir, and where are you going to?"

He tells him.

"One and fourpence, please, sir."

The Inspector departs. I eye the immaculately attired gentleman suspiciously . . . scornfully . . . superciliously.



THE GREAT UNDERGROUND PUZZLE.

By One Who Entered.

"T.O.T."—Train, Omnibus, Tram.

As simple as A B C. The sort of thing one could do without thinking about it, as the young lady said when she jumped off the 'bus into the puddle. Why, it's the only thing one *could* think of. There are merely three forms of conveyances represented in the Underground Group, and what could be simpler than to take the initial letter of each and thus coin the apt "T.O.T.?"

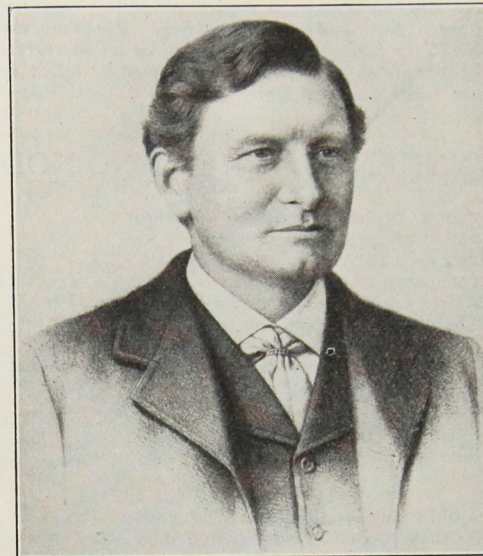
How wise one can be—after the event!

AN L.U.T. GENIUS.

As a matter of fact, it wasn't by any means so easy as it seems. The management tried to think of an appropriate term signifying the Companies as a whole but couldn't, so they gave it up and invited suggestions from the staff at Electric Railway House. The staff got busy right away—£5 was £5 in 1912. The sudden demand for foolscap and scribbling pads was amazing. The married men pressed mother and the children into the good cause, and there's never been a cross-word puzzle yet that aroused greater interest and enthusiasm in domestic circles than the solution of the Underground problem. It was said that the gentleman deputed to peruse the lists sent in had a nervous breakdown by time the job was finished. The winner was an L.U.T. man, and he and he alone had a brain wave and thought of "T.O.T." He left soon afterwards. No! there's nothing meant in putting it so tritely.

SCOTCHED!

The two young Hebrews were trespassing on the L.M. & S.R., and were putting halfpennies on the rails for the trains to flatten them into "pennies." "Look oud, Ikey!" cried Moses, "dere's a train er-coming!" The train thundered past. "Vy!" said Moses, "our 'a'p'nies 'as disappeared!" "Serbes us ridht," remarked Ikey, ruefully, "dat vas der Scotch Express!"



SIR GEORGE GIBB.

Sir George Stegmann Gibb, who passed away at his Wimbledon residence on December 17th, at the age of seventy-five, will be remembered by a large proportion of the Railways staff through his association with the Underground during the critical years 1906-10. He was then Chairman of the District Railway and of the three lines now forming the London Electric Railway, and also Managing Director of the Underground Electric Railways Company of London.

At the time Sir George Gibb came to the Underground, the system was represented by the District Railway and the L.E.R. tubes. The former line had recently been converted to electric traction and the Bakerloo Railway had been inaugurated, whilst the construction of the Piccadilly and the Hampstead lines was nearing completion. It was Sir George who may be said to have laid the foundations of the present organisation of the Underground, a task in which he was assisted by Mr. A. H. Stanley (now Lord Ashfield), who joined the Underground as General Manager in 1907. Prior to Sir George assuming control, the Underground had experienced a somewhat troublous time. He left the Underground to become Chairman of the newly formed Road Board, a post which he occupied until 1919.

Born in Aberdeen in 1850, Sir George was articled to a solicitor in 1872, and five years later he became assistant in the solicitor's office of the Great Western Railway, with which undertaking he remained until 1880. After a brief period of practise on his own account in London, he was appointed solicitor to the North Eastern Railway, and was prominently associated with the activities

of the N.E.R. until, in 1906, he relinquished the chairmanship—which he had held since 1901—to take charge of the Underground.

Sir George served on various Government commissions, the first being one set up after the South African War to reorganise the War Office. In 1903 he was appointed a member of the Royal Commission on London Traffic, whose monumental report is probably the most exhaustive review of the London traffic problem that has ever been collated. In 1915 he became a member of the Government Arbitration Board (Committee of Production), of which he was Chairman in 1918.

Sir George was an LL.B. (London), a Fellow of both the Royal Economic Society and the Royal Statistical Society, and was at one time President of the Economic Section of the British Association. He was knighted in 1904.

DRIVER J. J. GLIDDON.

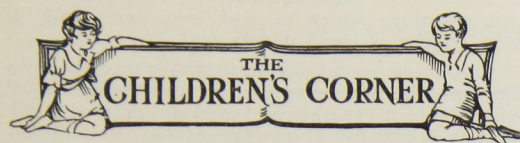
The funeral of the late Driver J. J. Gliddon, of Tottenham Garage, took place on November 23rd, last, at Tottenham, amid manifestations of respect and regret from his old colleagues. Three hundred "General" men, headed by the Garage Band playing the Dead March in "Saul," followed the cortège. The many floral tributes from various departments of the L.G.O.C. were borne by "B49." Among them were three beautiful wreaths from the deceased's comrades at Tottenham Garage, in the form of a tennis racket, a cap badge, and the badge of the Garage Sports Club, respectively. These wreaths were made by Driver A. F. Wolfe.

The Sports Association was represented by Messrs. L. Findlater and G. Law, and by members of the Executive Committee from Camberwell, Chalk Farm, Dalston, Hackney, Hendon, Holloway, Leyton, Mortlake, Palmer's Green, and Sutton garages. Mr. P. Daly (Vice-President) and Mr. G. Dudham (Secretary), represented the Tottenham War Services Institute.

A special party of men selected from the various sporting teams formed up outside the garage as the cortège passed, and many lady supporters of the Garage Club formed up behind them.

The large gathering that attended the last rites at the graveside attested the respect in which Driver Gliddon was held by all with whom he came into contact on the L.G.O.C.

We feel constrained to express our own personal regret at the loss of Driver Gliddon. We knew him only through the Tennis notices that he contributed to "T.O.T."; but in those notices there was reflected something of the character of their writer—of a quiet determination to succeed in an endeavour to promote new recreative amenities for his comrades. And the Tennis Section of the L.G.O.C.S.A. is a memorial of the good work of Driver Gliddon.—Editor, "T.O.T."



THE LADYBIRD THAT WASN'T INSURED.

"Ladybird, ladybird, fly away home,
Your house is on fire, your children alone."

So sang little Joan to the ladybird who was crawling up her arm.

"Oh, it's quite all right," answered the ladybird, much to Joan's surprise. "My house is insured and the children are quite old enough to look after themselves."

"Oh!" exclaimed Joan, and she watched the insect crawl up a little farther.

"Yes," went on the ladybird, "I have been insured for some time."

In a few minutes the ladybird grew tired of crawling about on Joan's arm, so, bidding the little girl farewell, she spread her wings and flew away to see about building another house.

Shortly afterwards Joan noticed another ladybird crawling on her hand, but this time she said nothing, although she felt quite certain that the insect's house was on fire.

Minutes passed and still the ladybird made no move to depart, so Joan just bent down and whispered, "Excuse me, Mrs. Ladybird, but don't you think it's about time you went home and set about building a new house?"

"A new house!" echoed the ladybird. "What do you mean? I've got a very nice house already; I don't want a new one."

"But it's been burnt down," Joan reminded her.

"Burnt down! Good gracious! Whyever didn't you tell me before?" cried the ladybird, in great alarm.

"Because you ladybirds insure your houses now and your children are old enough to look after themselves. Another ladybird told me so," replied Joan.

"Oh dear! oh dear! I haven't insured my house. I don't believe in these new notions. I must go at once."

"Well, go on, then," said Joan, seeing that the ladybird didn't move.

"You must sing that little rhyme first," answered the little speckled lady.

"There, will this do?" asked Joan, and she sang:—

"Ladybird, ladybird, fly away home,
Your house is on fire, your children alone."

There was no reply, for the ladybird who wasn't insured had gone, and I hear she arrived just in time to save most of her house and all her children.

Here are some pretty verses by Eugene Field. He was an American and wrote many charming poems for children. "Wynken, Blynken, and Nod" is perhaps the best-known of all his verses. Maybe some of you already know it? But we are sure there are many who don't.

WYNKEN, BLYNKEN AND NOD.

Wynken, Blynken, and Nod one night

Sailed off in a wooden shoe,
Sailed on a river of crystal light,
Into a sea of dew.

"Where are you going, and what do you wish?"

The old moon asked the three.

"We have come to fish for the herring fish

That live in this beautiful sea;
Nets of silver and gold have we!"

Said Wynken,

Blynken,

And Nod.

The old moon laughed and sang a song,

As they rocked in the wooden shoe,
And the wind that sped them all night long
Ruffled the waves of dew.

The little stars were the herring fish

That lived in that beautiful sea.

"Now cast your nets wherever you wish;

Never afraid are we,"

So cried the stars to the fishermen three:

Wynken,

Blynken,

And Nod.

All night long their nets they threw

To the stars in the twinkling foam;

Then down from the skies came the wooden shoe,
Bringing the fishermen home.

'Twas all so pretty a sail, it seemed

As if it could not be,

And some folks thought 'twas a dream they'd dreamed

Of sailing that beautiful sea;

But I shall name you the fishermen three:

Wynken,

Blynken,

And Nod.

Wynken and Blynken are two little eyes,

And Nod is a little head,

And the wooden shoe that sailed the skies

Is a wee one's trundle-bed.

So shut your eyes while Mother sings

Of wonderful sights that be,

And you shall see the beautiful things

As you rock in the misty sea,

Where the old shoe rocked the fishermen three:

Wynken,

Blynken,

And Nod.

—Eugene Field (1850-1895).

SOCIAL AND SPORTING NEWS.

T.O.T. PHILHARMONIC SOCIETY

Dramatic Section.

THE FORTHCOMING PRODUCTION OF "PATIENCE."

Scarcely had the curtain been rung down on "Merrie England" than the principals, chorus, and orchestra, began rehearsing, individually under Mr. Charles Lambert for "Patience." The policy of the Society—and it is a wise one—is not to embark on combined rehearsals until the intricacies and niceties of the production in hand have been mastered by all three divisions of performers. Rehearsals of the stage work began on December 21st, after all the choral details had been learnt, and as "Patience" will not be performed until the middle of February the company will thus have nearly two months in which to become proficient in music, dialogue, dancing, etc. Assiduous rehearsal was the key to the success of "Merrie England." That Mr. Emil Hardy will stage as good a production of "Patience" may, we think, be taken for granted.

THE CAST.

Colonel Calverley	{ Officers }	...	ARTHUR CARTER.
Major Murgatroyd	{ of }	...	CYRIL CORKER.
Lieut. the Duke of Dunstable.	{ Dragoon Guards. }	...	THOMAS DEAN.
Reginald Bunthorne (a Fleshly Poet)	...	...	ALEC. PLEASANCE.
Archibald Grosvenor (an Idyllic Poet)	...	...	JOHN PRIESTLEY.
The Lady Angela	{ Rapturous }	...	MARY SAVILE.
The Lady Saphir	{ Maidens }	...	QUEENIE THOMAS.
The Lady Ella	{ }	...	ELSIE NICOLL.
The Lady Jane	{ }	...	DOROTHY RILEY.
Patience (a Dairy Maid)	...	...	HILDA KEMP.

Chorus of Rapturous Maidens and Officers of Dragoon Guards.

A FORETASTE.

"Patience; or Bunthorne's Bride"—to use the full title—is one of the brightest and liveliest of the Gilbert and Sullivan operas, which is saying a great deal. An account of the theme and the chief features will be given in our next issue. Meanwhile, our readers may enjoy this foretaste of some of the lighter verse that falls to the lot of Mr. Priestley:—

Gentle Jane was as good as gold,
She always did as she was told;
She never spoke when her mouth was full,
Or caught bluebottles their legs to pull,
Or spilt plum jam on her nice new frock,
Or put white mice in the eight-day clock,
Or vivisected her last new doll,
Or fostered a passion for alcohol.

And when she grew up she was given in marriage
To a first-class earl who kept his carriage!

Teasing Tom was a very bad boy,
A great big squirt was his favourite toy.
He put live shrimps in his father's boots,
And sewed up sleeves of his Sunday suits;
He punched his poor little sisters' heads;
And cayenne-peppered their four-post beds;
He plastered their hair with cobbler's wax,
And dropped hot halfpennies down their backs.
The consequence was he was lost totally,
And married a girl in the corps de ballet!

PRICES OF ADMISSION.

"Patience" will be produced at the New Scala Theatre on Thursday, Friday, and Saturday, February 18th, 19th and 20th, respectively. There will be an evening performance (commencing at 8 o'clock) on each of the days named, and a matinée on the Saturday (commencing at 2.30).

Evening Performances: Orchestra Stalls, 4s. 9d. and 3s. 6d.; Stalls, 2s. 4d.; Dress Circle, 4s. 9d. and 3s. 6d.; Circle, 2s. 4d.; Upper Circle, 1s. 3d.

Matinee: Orchestra Stalls, 3s. 6d. and 2s. 4d.; Stalls, 1s. 6d.; Dress Circle, 3s. 6d. and 2s. 4d.; Circle, 1s. 6d.; Upper Circle, 6d.

HOW TO OBTAIN TICKETS.

Tickets for all parts of the house may be obtained on written or personal application to the following:—

H. W. Blunden (Hon. Ticket Secretary), Room 363, No. 55, Broadway, S.W. 1. (Telephone: Victoria 6800.)

The Cashier, Underground Railways Dining Room Club, South Kensington.

The Box Office, Scala Theatre (on and after February 1st).

Band Section.

FIRST ANNUAL SUPPER.

The first annual leg of mutton supper of the Band Section was held on December 10th at the South Kensington Dining Club. M. J. P. Thomas (the Chairman of the Society) presided, supported by Mr. J. B. MacKinnon. A company of eighty-five, including many ladies and a few children, were present.

In responding to the toast of himself and Mrs. Thomas, proposed by Mr. Ryman, the Chairman referred to the activities of the Band during the past year. Forty performances had been given in L.C.C. Parks during the summer months, and the Band had visited Boulogne and Le Touquet at the invitation of the respective mayors. At Le Touquet, where (as mentioned in a previous issue) the Band had spent their annual holiday and had rendered a series of highly appreciated programmes, Mr. Goodfellow, the Conductor, had been presented by the Corporation with a plaque of beautiful design (see page 11).

Mr. Thomas promised to bring Sir William Robertson to hear the Band play and to obtain Sir William's assistance for a scheme that he (Mr. Thomas) had for enlarging the bandroom at Shepherd's Bush. The Chairman then expressed the pleasure it gave him to present Mr. Hext with a tobacco jar, a pipe, and a pouch as a token of the Society's appreciation of Mr. Hext's splendid services. Mr. Hext replied in a few well chosen words, and, supper over, the evening concluded with music and dancing.

ORIGIN OF THE BAND.

The T.O.T. Band is an amalgamation of the Underground Railways Band, which was formed by Mr. Hext, the present Honorary Secretary, in 1917, and the Band of the L.G.O.C. It now comprises fifty-five members, and besides public and other performances, carries on the commendable work of visiting hospitals and kindred institutions and playing to the sick and disabled.

"GENERAL."

L.G.O.C.S.A.

A CHIEF OFFICE SECTION.

Suggestions have been made that a Chief Office Section should be included in the Sports Association. There is some talent amongst the headquarters staff which should be encouraged.

If those interested would kindly communicate with the Hon. General Secretary, he would be pleased to arrange a meeting to see how this scheme could be furthered.

BOXING.

The Fourth Annual Tournament will be held at the National Sporting Club on February 26th.

The programme will consist of the following contests:—

THE BUSMEN'S CHAMPIONSHIPS.

- (Open to Members of the L.G.O.C.S.A.)
 8 st. 6 lb. Thompson Challenge Cup.
 9 st. 0 lb. Wisden Challenge Cup.
 9 st. 9 lb. East End Sportsmen Challenge Cup.
 10 st. 7 lb. East End Sportsmen Challenge Cup.
 11 st. 6 lb. "Express" Challenge Cup.
 12 st. 7 lb. L.G.O.C.S.A. Challenge Cup.
 Catchweight, Cox Challenge Cup.

The Walker Aggregate Cup will be awarded to the Garage scoring the most points.

OPEN CONTEST.

- 10 st. 7 lb. open to all Amateurs. (Winner's Prize to value of Eight Guineas; and a prize for the Runner-Up, providing 8 contestants participate, to the value of Two Guineas).

Time permitting, there will be other Contests.

ENTRIES.

All entries must be on A.B.A. forms and accompanied by the requisite fee, which is One Shilling for Busmen's Championship Contests and Two Shillings for the Amateur Open Contest. Entries, which close on February 20th, should be sent to The Hon. General Secretary, L.G.O.C.S.A., 55, Broadway, S.W. 1.

THE GARAGE GROUPS.

In order to foster Boxing, Garage Clubs have been formed into five groups, as below. Endeavours are being made to find a suitable team in each group, so that Group Championships may be arranged. Full details can be obtained from the Group Leader or Garage Secretary, whose names appear in the list.

GROUP 1. (MR. KIRK, DALSTON).

Hackney, Palmer's Green, Tottenham, Holloway, Chalk Farm, Muswell Hill, Dalston.

GROUP 2. (MR. LAKER, CRICKLEWOOD).

Hammersmith, Cricklewood, Willesden, Hendon, Edgware, Middle Row, Hanwell.

GROUP 3. (MR. DAVIS, ATHOL STREET).

Old Kent Road, Barking, Seven Kings, Athol Street, Forest Gate and Upton Park, Leyton, Loughton.

GROUP 4. (MR. BUTTERS, SUTTON).

Sutton, Nunhead, Camberwell, Streatham, Plumstead, Sidcup, Merton, Norwood.

GROUP 5. (MR. MORRIS, HAMMERSMITH).

Battersea, Putney Bridge, Chelverton Road, Turnham Green, Kingston, Hounslow, Mortlake, Twickenham.

GROUP No. 3 CHAMPIONSHIPS.

These will be held at the Central Hall, Canning Town, on January 13th. Doors open at 7 p.m., commence 7.30. Admission (including Tax): Ringside, 5s. 9d.; Reserved Seats, 3s. 6d.; Unreserved Seats, 2s. 4d. and 1s. 2d. Tickets can be obtained from the Secretaries of the Garages in Group 3 (see list above), and from Mr. Findlater.

The contests will be 8 st. 6 lb., 9 st., 9 st. 9 lb., 10 st. 7 lb., 11 st. 6 lb. and 12 st. 7 lb., Catchweights.

The winners will receive Gold Medals, the Runners-up Silver Medals.

There will be also a 10 st. 10 lb. Open Novices Competition (Winner, prize value £6 6s. 0d., Runner-up, prize value £1 10s. 0d.), and several Special Six-round Contests.

CRICKET.**MIDDLE ROW MEN TOP THE AVERAGES.**

The highest batting average during the past cricket season was made by Mr. O. Marshall, and the best bowling average by Mr. W. Lost, both of whom are members of the Middle Row C.C.

This is another score for Middle Row.

CYCLING.

The first Hill Climb held on November 29th at Dennis Lane, Stanmore, was won, not inappropriately, by G. F. Hill, of Edgware Garage, who did the 150-yards climb in 2 min. 14.4-5 sec., a capital performance. J. J. M. Skinner, of Tottenham, was second, taking 21.5 seconds longer. S. R. Skinner, a youngster of seventeen, with a freak of a machine, pushed straight up the hill, and was third, in 2 min. 18.4-5 sec.

The conditions were far from favourable, the course being covered with a coating of ice.

The next Climb will take place on the same course on January 17th. Entries close on January 9th.

THE 1926 PROGRAMME.

- March 28th.—25-mile Handicap.
 April 18th.—50-mile Handicap.
 May 9th.—50-mile Handicap.
 June 6th.—100-mile Handicap.
 July 18th.—12-hours Time Trial.
 August 8th.—50-mile Consolation Handicap.
 September 12th.—25-mile Consolation Handicap.

In addition, several attempts will be made to lower the Single and Tandem Records over the following distances:—

- London to Reading and back.
 Barnet to Bedford and back.
 London to Bath and back.

Members desirous of entering for the above should give ten days' notice to the Hon. Secretary or the Official Timekeeper, so that the requisite arrangements can be made for feeding, etc.

Members wishing to be affiliated to the National Cyclists' Union should forward their names and private addresses to Mr. F. L. Carley (the Hon. Secretary), Cricklewood, as soon as possible.

FOOTBALL.

This section is going fairly strong. Garage Secretaries are urged to complete their fixtures as soon as possible and thus avoid any congestion at the end of the season.

TOTTENHAM GARAGE v. M.E.T. (EDMONTON DEPOT).**A SPORTING GAME.**

A local Derby took place on December 3rd when Tottenham Garage and the Edmonton Depot of the M.E.T. met in the first round of the Wood Green Thursday Charity Cup, on the Jap Works Sports Ground at Tottenham.

Tottenham started in great style and were three goals up in the first fifteen minutes; but the Edmonton boys then pulled themselves together and the game became fairly even, with the 'Busmen slightly the better team. Edmonton scored, and at half-time it was 3-1 in Tottenham's favour.

The Tramwaymen began the second half as though they meant business and they soon made the score 3-2. Tottenham then had a turn, and J. Chinn netted with a clever shot that came in at an awkward angle and puzzled the Edmonton goalkeeper. A good sporting game thus ended with Tottenham the winners by 4-2. The 'Busmen's goals were scored by A. Ramsbotham, E. Plummer, W. Sinden, and J. Chinn.

TOTTENHAM GARAGE:—F. Fowles, H. Rawlings, F. Rayfield, J. Goodsheld, S. Simmons, F. Daniels, J. Chinn, W. Sinden, A. Ramsbotham, E. Plummer, and J. Gossett.

GOLF.

It has been decided to form a Golf section of this Association and a representative Committee has been formed. Full details will be announced in the next issue.

INDOOR GAMES AND BILLIARDS.

This section is still improving and the institution of the new Billiard Tournament is creating a good deal of interest.

INDOOR GAMES.**PRESENTATION OF MEDALS AT NUNHEAD.**

An interesting ceremony took place at a General Sports Meeting held in the garage on December 10th, when Mr. Whitehead, the late Indoor Games secretary, presented the Runners-Up Medals to the Nunhead Team, who were defeated in last year's Final by Tottenham. Mr. Whitehead said how pleased he was at the team's success; but he had two regrets: first, that they were not the winners' medals he was presenting and, second, that there were not enough medals to give one to every player who had helped the team. Those who had not received one had all his thanks for their support.

Mr. Davis, the present Secretary of the Indoor Games Section, thanked Mr. Whitehead for all his past hard work in connection with this Competition, and pledged himself to do his utmost to try and keep the team up to concert pitch. As he (Mr. Davis) was quite new at present, he felt sure Mr. Whitehead would give him such assistance as he might require from time to time, to help him keep up the prestige of the Garage Sports Club. After thanking all the members for their support and expressing great pleasure at having such an efficient team handed over to him to carry on with, Mr. Davis proposed a vote of thanks to Mr. Whitehead, which was carried unanimously.

The Indoor Games team have started this season's Programme, with a match against Streatham (at Streatham), which was won by Nunhead.

F. J. DREW, Hon. Secretary,
 Nunhead Garage Section.



"GENERAL" MUSICIANS—THE TOTTENHAM GARAGE BAND.

MOTOR CYCLE AND LIGHT CAR SECTION.

The first Dinner and Social will be held at the "Albert" Hotel, 52, Victoria Street, S.W. 1, on Wednesday, January 27th, when the presentation of the Association Challenge Cup will be made.

Tickets are 6s. 6d. each, and, as accommodation is limited, early application should be made to any member of the Committee or to the Hon. General Secretary.

TENNIS.

Through a misunderstanding, the winners of the Gentlemen's Doubles in the Tennis Championships were given as Messrs. Florant and Hicks (Mortlake Garage) in the November issue. The actual winners were Messrs. Penson-Lowe and Jenkins (Sutton Garage), the representatives of Mortlake being the runners-up.

L. FINDLATER, Hon. Gen. Secretary,
 L.G.O.C. Sports Association.

NUNHEAD GARAGE.**ANNUAL DINNER.**

Good company, a good repast (with good accessories), and good musical entertainment were the order at the Coventry Street Corner House on November 30th last, and the occasion was the annual dinner of the staff of Nunhead Garage (we haven't heard from Nunhead for quite a long time.—Editor). The chair was taken by Mr. F. G. Seager (District Superintendent), supported by Messrs. W. Kennedy, W. E. Priestman, F. M. Hunter, E. Woodward, and Councillor Brockwell. A general company of 179 attended, and for the time being the whole of the top floor of the Corner House was the town establishment of Nunhead Garage, as it were. The Sante Fe Syncopated Orchestra played during dinner and subsequently rendered another excellent programme, for dancing.

After the tables had been cleared there were some greatly appreciated numbers by Miss Sylvia Grant and Mr. Ernie Moss. Miss Grant charmed everybody with her sweet singing; whilst the success of Mr. Moss in "Up in 'Eaven" may be gathered from the fact that the refrain of his ditty now echoes and re-echoes nightly through Nunhead Garage.

A large number of the company, including the chairman, took part in the dancing. During an interval, Mr. Seager paid testimony, in a few well-chosen words, to the staff at Nunhead, and congratulated them on their good work. He asked only for a continuance of their splendidly loyal and cordial co-operation.

On behalf of the assembly, Councillor Brockwell thanked Mr. Kennedy, the organiser and M.C. of the function, for arranging such a successful evening, and the manner in which Mr. Kennedy was acclaimed "A Jolly Good Fellow" expressed the satisfaction of the company.

General regret was expressed at the absence of Mr. Lyon, and it was hoped that he would be present at future functions. The gathering dispersed at midnight and returned to Nunhead by special 'buses.

THE TOTTENHAM GARAGE REED AND BRASS BAND

It may come as a surprise to those who have had the pleasure of hearing the band perform to learn that this musical amenity of Tottenham Garage was instituted so recently as May, 1924.

A MODEST BEGINNING.

The Band was inaugurated by a dozen or so Drivers and Conductors who had served in the War. A set of second-hand instruments was obtained from Messrs. Besson & Co., the deposit of £20 being subscribed as a loan by five members. At that time only about twelve men could play instruments, but support was so keen that a large number of new members speedily enrolled themselves. Some had little, if any, musical experience, but under the able tuition of Mr. Ryan, the capable bandmaster, assisted by Mr. Bassett, they made wonderful progress and nearly all of them are now proficient musicians.

REMARKABLE PROGRESS.

The success of the Band in two short years has been truly remarkable. In 1925 many public engagements were fulfilled, and the Band played at most of the sports meetings of the L.G.O.C.

Since its inception the Band has laid out £450 in instruments and music and £138 in uniforms, and it is hoped to extinguish the balances outstanding in these connections—£150 and £87 respectively—during the present year. Save for a grant of £15 received from the L.G.O.C.S.A., per Mr. Findlater, in 1924, the Band has itself raised funds to meet this heavy expenditure, a fact that speaks volumes for the enthusiasm of the members and the support received from the Garage and from the Tottenham district generally.

At present the performers give their services free, the Band meeting incidental expenses.

MUSICIANS ALL.

Membership is now 36 and comprises Drivers and Conductors, and members of the Clerical and Engineering staffs. The way in which all grades at the Garage have collaborated in forming the band and promoting its interests is evinced by the following list of officers: President, Mr. W. A. Wainwright (Depot Foreman); Vice-Presidents, Messrs. A. G. Edmunds (District Superintendent), G. J. Price (Output Inspector), W. C. Preston and T. R. Cooper (Output Assistants); Bandmaster, Mr. P. Ryan (Conductor); Assistant Bandmaster, Mr. W. Giles



Messrs. J. H. GIFFIN J. B. MACKINNON F. H. SMITH J. J. MARTIN A. E. WALSH S. V. COLE GEO. J. SHAVE
(Hon. Sec.) (Peaty Shield) (Marlowe Cup) (Shave Cup) (A.O.C.A. Cup) (Walsh Cup) (President)

THE HERMES TROPHIES AND THEIR HOLDERS.

(Loading Observer); Treasurer, Mr. J. J. Broadway (Chief Clerk); Librarian, Mr. C. J. Holder (Conductor); and Secretary, Mr. A. Burgess (Conductor); Assistant Secretary, Mr. P. McMullen (Driver).

The Committee consists of Messrs. W. R. Hewitt and R. Wilson (Drivers); Mr. P. Bowers (Conductor); and Mr. C. Davis (Mechanical General Hand). Lieut. J. Ord Hume, who has done so much for the M.E.T. Military Band, is the Professional Trainer and Instructor.

Mr. W. P. Jones, mine host of "The Swan," who has kindly provided, without charge, a practise room and has supported the Band in other ways, is Honorary Vice-President.

The Tottenham Garage Band has done more than attain success—it has deserved it.

CHISWICK "GENERAL" SPORTS ASSOCIATION.

CAMERA SECTION.

It is very satisfactory to be able to say that our Print Exhibition proved a great success.

Owing to the excellent standard of the prints exhibited, it was with great difficulty that the decision was arrived at. Curious and ingenious methods were employed to help the voters in their decisions. The award of the ballot was as follows:—

1st Prize (Gold Medal): Mr. S. E. Woodman, for "Interior of St. Bartholomew-the-Great."
2nd Prize (Silver Medal): Mr. C. Alabaster, for "Knight of the Road."

The Exhibition was honoured by a visit of Mr. T. H. Scott, A.R.I.B.A., P.R.P.S., who remarked on the good show. His award of the two best pictures was as follows:—

1st Prize: Mr. J. Ramsay, for "A Woodland Path."
2nd Prize: Mr. A. Barnes, for "Shadows—Kew."

During the Exhibition several new members were enrolled.

PRINT COMPETITION.

Our next big event is the Annual Print Competition, which will be held in February. The conditions are that members may enter prints other than those taken on the Club's outings, provided they have attended 20 per cent. of possible club fixtures for the year. To those who have not made this percentage, prints taken on Outings only will be accepted. Prints must be members' own work throughout. There will be several classes in the Competition, which will be announced later. Get busy! There are prizes to be won.

A. BARNES, Hon. Secretary.

LADIES' HOCKEY SECTION.

Some splendid practice games have been played during the past month and members continue to display great keenness.

Our first two matches against Sandersons and Romney respectively, resulted in defeats by 3-0 and 10-0; but we were by no means disgraced, as the opposition in both cases was strong—both the opposing sides have had several seasons' experience.

We had the pleasure of entertaining our opponents to tea at the conclusion of each match and a very convivial half-hour was spent.

L. UPTON, Hon. Secretary and Captain.
H. E. COLLEY, General Secretary,
Chiswick "General" Sports Association.

SOMETHING FOR NOTHING.

A few days prior to November 26th last, I had an appointment at G.O., and while awaiting the interview I passed the time in perusing the posters and leaflets exhibited on the notice board in the corridor. One poster in particular interested me. It was issued by the Hermes Swimming Club, and invited one and all to the Annual Prize Distribution at the South Kensington Dining Club.

I went. The doorkeeper was satisfied with my pass. The visitors' book was duly and truly signed, and I entered. The programme on sale was not unlike a race card in appearance, and one of the programme sellers must have known my weakness for race cards—he "caught" me for four!

The hall was well filled. I settled close by a party of pretty girls and their male companions. I must have looked lonely, for as I drew out my cigarette case a young lady proffered hers with a charming, "Do have one of mine!" "No! they're mine," remonstrated her male companion, gently, "but do have one!" From that moment I was a "Hermes."

The prizegiving was preceded by a concert, during the course of which, my companions kindly apprised me of the especial good qualities of each artiste with respect to both business procedure and musical accomplishments.

The prize distribution is but a hazy recollection of a procession of swimmers shaking hands with Mr. Shave and being presented with a cup or a plated gift.

It cannot be denied that this Hermes Swimming Club is a club in the full meaning of the word. The cups given by the A.O.C.A. and Messrs. Shave, Marlowe, and Walsh, respectively, and the Inter-Departmental Shield of Mr. Peaty are trophies the possession of which would be the joy of any club. I was reminded that a "whip round" had to be resorted to in order to meet the expenses of the initial year of the Hermes Club, four years ago, when the membership was but 35. That the sum of £26 had been subscribed to provide the ordinary prizes that I saw presented that evening attests the progress that has been made.

From my new friends I gathered that the present membership

of the Hermes Club consists of 90 ladies and gentlemen. I had little mind for statistics at the moment, however. I adjourned with the company for refreshments and to examine the handsome case of pipes that, as a surprise gift, had fallen to the lot of the Honorary Secretary—a reminder that the Club was appreciative of his efforts.

The enjoyable dance that followed was further evidence that the success of the Hermes Club is inspired largely by the companionable temperament of the members.

I thank you, Hermes, for that free invitation. Whilst that "Hail fellow, well met" spirit prevails your Club will never wane!
F.M.

THE UNDERGROUND QUOIT CHAMPIONSHIP.

The T.O.T. Trophy.

It has been decided that the trophy to be put up by "T.O.T." shall be a Silver Cup, which will become the property of the winner of the Championship.

Mr. J. Chalk, of the District Railway, who is Chairman of the West London Quoting Association, has kindly undertaken to carry out the arrangements for the contest. Further particulars will be announced in due course.

THE CASE FOR MR. TURNER.

We have received from "A Follower of Quoits" a letter in which the writer states that "he fails to see why any controversy should arise with regard to Mr. A. Turner being described as 'The Champion Quoit Player of the Underground.' Mr. Turner entered for the London Championship and won it. Surely if the players who objected to Mr. Turner being described as 'The Champion Quoit Player of the Underground' were not in a position to enter themselves for the London Championship—which embraces north, south, east, and west—the clubs of which they are members would have entered them? Give credit where credit is due. The description of Mr. Turner in the November issue of "T.O.T." was perfectly justified."

Our correspondent welcomes the Underground Championship, but, as he pertinently observes, it can have no bearing on the Championship of London, the holder of which is Mr. Turner.

"A Follower of Quoits" omitted to sign his letter with his proper name. This was, of course, merely an oversight. We must point out, however, that all letters intended for publication or comment in the Staff Magazine must bear the full signature of the writers. In cases where correspondents desire to remain anonymous, their wishes will be scrupulously respected—but all letters must be signed!—Ed. "T.O.T."

D.R.

LADIES' HOCKEY.

Before setting down the results of matches played since the last issue of the T.O.T. MAGAZINE, we should like to inform readers that remarks not referring to the "Blind School" would be a welcome change to our maiden ears.

The 1st XI. has played three matches in the London Business Houses League, and won them all. The scores were as follows:

D.R.A.A.	...	16	Cavendish B.	...	0
Railway Clearing House	1	D.R.A.A.	...	...	2
D.R.A.A.	...	10	Lyons's	...	0

The fight against the R.C.H. was a hard one, and it was some time after the second half had started that Miss Mattinson scored our first goal, soon afterwards she shot the second.

The match against Cavendish who played two short, which was, to quote our skipper, "demoralising." Our win over Lyon's was mainly due to team work. For this we thank Miss Harwood for her excellent coaching last year and early this season.

SECOND ELEVEN.

The 2nd XI. has turned its luck after one or two discouraging attempts last month:—

Westminster 3rd XI.	...	5	D.R.A.A.	...	2
D.R.A.A.	...	6	D.A.A.F.I.	...	0
Waterloo	...	1	D.R.A.A.	...	4

The score of 6 goals against N.A.A.F.I. deserves a special word of praise, as the opposing goalkeeper was a live male. (Offside!—Editor.)

QUOITS (East).

THE JOHNSON CUP.

East Ham Section have once again proved successful, but only after three hard fought rounds:—

1st Round—	East Ham "A" Team	98	Acton Town "B" Team	76
2nd Round—	East Ham "A" Team	92	East Ham "B" Team	69
3rd and Final Round—	East Ham Team	v.	Parson's Green.	
	H. Walton	...	R. Bristowe	...
	A. Turner	...	H. Lampard	...
	D. Sandercock	...	T. Oliver	...
	F. Chapman	...	J. Phipps	...
		100		88

Special mention must be made of Mr. F. Chapman who played a fine game and undoubtedly won the match and the Cup for East Ham.

HANDICAP PRIZES.

Thanks to Mr. Chapman, Handicaps have now been completed, as follows:—

1ST TEAM.
1st Prize, A. Turner; 2nd Prize, D. Sandercock; 3rd Prize, H. Walton.

2ND TEAM.
1st Prize, H. Guy; 2nd Prize, A. Devonshire; 3rd Prize, F. Spencer.

Marked improvement has been shown by the younger players this season. It is hoped they will continue to display keen interest in the game during the coming season, and to induce new members to take up Quoits.

All members are requested to watch Notice Board for announcement of Annual General Meeting.

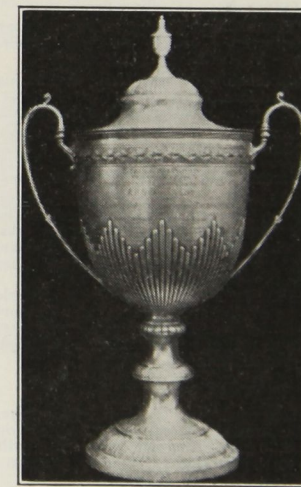
QUOITS (WEST).

The Annual General Meeting will be held at the Albert Stanley Institute on Tuesday, January 26th, at 6.30 p.m. All members interested are cordially invited to attend.

SWIMMING.

ANNUAL GENERAL MEETING.

This was held at the Albert Stanley Institute on October 26th last. The following Officers and Committee-men were elected: Chairman, Mr. T. A. Finch; Captain, Mr. W. E. Sandom; Vice-Captain, Mr. G. E. Mills; Handicapper, Mr. A. Ketskemety. Assistant Hon. Secretary is Mr. H. J. Pigram. Committee: Messrs. A. J. Ryman, A. F. Manton, W. R. Manton, T. Rogers, H. T. Hurford, and L. G. Harris.



THE ALBERT STANLEY CUP

This splendid trophy, which is silver and weighs 5½ lb., was presented by Mr. A. H. Stanley (now Lord Ashfield) in 1911, for the Swimming Championship of the Underground Railways of London generally. It was won by the L.E.R. in 1911 and 1912, and by the D.R. in 1913. In the years 1914-1924 there was no contest. The D.R. were again the winners in 1925.



THE STONEBRIDGE PARK SOCIAL HUT—THE STAGE SCENERY PAINTED BY DRIVER BROWN.

RESIGNATION OF THE HON. SECRETARY.

The Hon. Secretary and Treasurer, Mr. L. G. Harris, tendered his resignation, which was regretfully accepted—no one being willing to succeed him. Mr. T. A. Finch offered to act as Hon. Secretary pro tem., and his offer was accepted by those present.

A DANCE AND PRESENTATION OF PRIZES.

A Select Dance, organised by Mr. L. G. Harris, was held at the Institute on December 9th in aid of the funds of the Section.

The dance was "select" in the true sense of the word and thoroughly enjoyed by the large assembly, which should mean a Happy New Year to the Swimming Section's Treasurer. The Albert Stanley Orchestra, ably led by Mr. Jack Ryman, was in fine form and deserved all the praise bestowed upon them for their tuneful melodies.

The Committee wish to thank all those who showed their sportsmanship by patronising the dance.

In the unavoidable absence of Mr. J. Thornton, the prizes won during the past season were presented by Mr. Pavitt, Chairman of the D.R.A.A.

THE CUP WINNERS.

The winners of the Trophies were as follow :—

Albert Stanley Cup (Team Championship of the London Underground Railways)—Messrs. Sandom, Mills, A. F., Manton and W. R. Manton (D.R.A.A.).

Thornton Cup (Championship of the D.R. Swimming Section)—W. E. Sandom.

Mandelick Cup (Inter-Departmental Championship)—Messrs. Ketskemety, A. F. Manton, W. R. Manton, and Floodgate (General Offices).

PRESENTATION TO MESSRS. HARRIS AND HURFORD.

A presentation was made also to the retiring Secretary, Mr. L. G. Harris, for the splendid work done by him during the past two years. Mr. Pavitt, in a few congratulatory remarks, spoke highly of Mr. Harris's efforts as a Committee-man. He was like little Oliver, always coming up for more, sometimes with "nowt doin'" but mostly with a basin full.

A presentation was made to Mr. T. Hurford, for his valuable services as trainer, but there was no such luck for the "Door-keeper." It is not recorded whether Mr. Hurford was responsible for Mr. Harris's fighting spirit at the Committee meetings, but, anyway, he was always well trained.

A TEAM RACE.

A Combination Team Race (one man to swim back-stroke, one man to swim side-stroke, one arm over) will take place on Tuesday, January 26th, at 5.30 p.m. Further information will be given upon application to the Sectional Secretary, pro tem., Mr. T. A. Finch, Audit Office, Pay Roll Section.

GERALD YORKE, Hon. General Secretary,
D.R.A.A.

L. E. R.

CRICKET.

PRESENTATION OF GOLDER'S GREEN CRICKET LEAGUE CUP AND MEDALS.

On December 1st, in the presence of a large gathering, Mr. W. F. Wright presented the cup and medals to the winners and the medals to the runners-up. Mr. F. Morgan, the Captain of the Electrical Repairmen, was handed the cup, and the members of the team followed to receive the medals. Then came the runners-up, Middle Platform No. 1, for their medals.

THANKS TO MR. WRIGHT.

In moving a vote of thanks to Mr. Wright for his splendid assistance to the League, Mr. Morgan said how proud the team were to be the holders of the splendid cup Mr. Wright had given and presented, and expressed appreciation of the support accorded by Mr. Wright and the local Management in their attending the matches (applause). The vote of thanks was seconded by the Middle Platform team and carried with acclamation.

In reply, Mr. Wright said praise should be given to the League Committee, who had worked so hard to bring the competition to a successful conclusion. All teams played to a finish, there being no outstanding matches at the close of the season. A vote of thanks to the League Committee was then moved and carried.

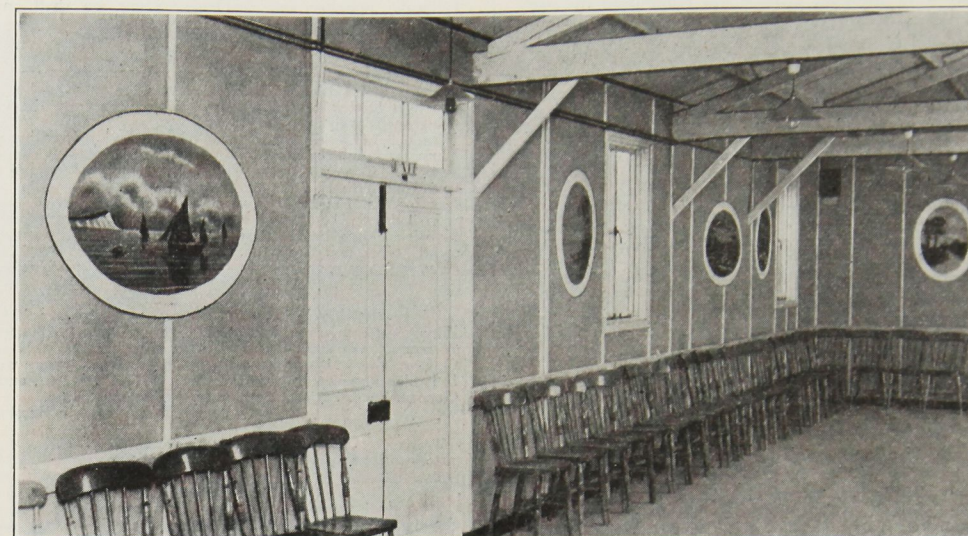
Mr. Baker, Chairman of the League, in reply, expressed his very best thanks to the 130 members who formed the League, for both their good sportsmanship and the financial assistance rendered to the Committee. He noted that the Cup was endowed for ten years. The best appreciation that could be shown for Mr. Wright was for more teams to be formed in each succeeding year. A vote of thanks was due to the umpires who had officiated at the matches.

A short musical programme followed, Miss Dolly Inskip, with her concertina, being the star turn.

QUEEN'S PARK CRICKET CLUB.

ANNUAL SUPPER AND CONCERT.

The fourth annual Supper and Concert will be held at the Cricklewood Hotel, Cricklewood Broadway (No. 16 'Bus), on Saturday, January 9th.



A CORNER OF THE STONEBRIDGE PARK SOCIAL HUT, SHOWING SOME OF THE OIL PAINTINGS BY DRIVER BROWN.

Tickets for the Supper, which will commence at 6.30 p.m., are 4s. each and may be obtained from all Bakerloo Station masters and from F. H. Brooks, the Honorary Secretary of the Club, at Queen's Park Station. The Concert, which will begin at 7.30, is free.

ROLL UP, L.E.R. MEN!

It is hoped that there will be a record gathering of members of the L.E.R. Institute and Athletic Association and that the function will prove one of the most successful that has yet been held.

FOOTBALL.

CAMDEN TOWN BRANCH.

Since the last report four more Hendon League matches have been won, with an aggregate score of 13-2.

SOMETHING LIKE A SHOT!

On November 21st a rattling good game with Vale Rangers at Hendon resulted in a 1-nil victory for L.E.R. Both teams played one short. Early on the L.E.R. team put in three good shots, which were saved in fine style. One was a remarkable drive from the left wing, which hit the bar, lifted the nets from the hooks, and travelled behind for a corner! Vale were in great form in the second half, but our goalkeeper was safe, and close on time Davey snapped up a pass from Warren and volleyed a first-timer, which a Vale back headed through the goal.

GENERAL MOTORS BEATEN.

On November 28th a 5-2 win was scored against General Motors at Golder's Green, on a snow-covered ground. Before the Motors had time to settle down to the unusual conditions, L.E.R. were one up, through T. Davey. Judd—in great form—scored numbers two and three. At the beginning of the second half the L.E.R. defence was in a bit of a tangle, and the Motors scored twice; but, encouraged vociferously by their supporters, the Railwaymen came on gamely, and putting on two more, through T. Davey and H. Grant, L.E.R. won as stated.

TWO VICTORIES AGAINST BRENT UNITED.

Against Brent United, the L.E.R. ran up 4-0 in the first match, away, on December 3rd; and in the return game were again victorious, by 3-0, at Cricklewood, on December 12th. In the first game the goals were scored by W. Taylor (from a free kick by Warren), Kimpton (whose shot was deflected into the goal by the defending back), and W. Taylor (from a fine opening worked up by W. Judd). H. Bullen was at centre-half for the L.E.R.

In the at-home win, W. Taylor notched a fine one before half-time, after dribbling in great style past the defence. Capel registered No. 2, and the third was from a hot cross-drive by T. Davey, completing a fine run made by W. Taylor. In this game Charlwood made a wonderful save.

TOP OF THE LEAGUE.

L.E.R. are now at the head of the Table, leading Brent by one point, although the Railwaymen have played two games less. The figures are as follows :—

	P.	W.	L.	D.	Goals for.	Goals agnst.	Pts.
L.E.R.	...	9	9	0	0	48	18
Brent	...	11	8	2	1	35	15

It will be seen that for both of the defeats sustained by Brent the L.E.R. were responsible.

THE MET. BEAT THE L.E.R.

In the first round of the Herne Bay Homes Cup, at Golder's Green, on December 2nd, L.E.R. were beaten by the Metropolitan Railway by the narrow margin of 1-0. The game was a repetition of last season's Cup Final, L.E.R. having the major portion of the play and being defeated by a scrambling goal. L.E.R. were out of luck in more ways than one. However, it was a good sporting game, and they wish every success to the Met. in this competition—may they win it!

F. BAKER, Hon. Secretary.

W. C. PHILLIPS, General Secretary,
L.E.R. Institute and Athletic Associations.

M. E. T.

ATHLETIC, SOCIAL & BENEVOLENT CLUB.

GENERAL NEWS.

At the December meeting of the Managing Committee, the following amounts were granted to the branches named to assist necessitous cases :—

	£	s.	d.
Wood Green	...	2	0
Edmonton	...	28	0
Finchley	...	10	0
Stonebridge	...	8	0
Shops...	...	2	10
Hendon	...	Nil.	
Manor House	...	Nil.	
Total	...	£50	10

A contact with Infectious Disease was reimbursed the two days' pay lost. Two members were sent to Convalescent Homes free of all cost to themselves.

The following Aid Letters were obtained for members or their dependents: Dental, 6; Surgical, 8; General, 4.

DISABLEMENT SCHEME.

The Special Sub-Committee submitted their scheme to the Managing Committee, who decided to place it before the members.

Leaflets giving full particulars are in the printers' hands and arrangements have been made for these to be distributed from the Depots.

A series of meetings will be called, two at each Depot (in alternate weeks), and members are asked to give the scheme earnest consideration, to attend the meetings where possible and to air their views freely.

After the series of meetings are complete, the Scheme will go to ballot and, if 75 per cent. of the members be in favour, will come into operation on May 1st, 1926.

STONEBRIDGE PARK DEPOT.

The existing conditions governing this Hall were discussed at length and the following regulations laid down—

ADMITTANCE.—To be open to a Married Member, his wife and children; and to an Unmarried Member and one lady friend.

HOUR OF CLOSING.—To be 11.0 p.m., on all occasions.

GREETINGS FOR 1926.

On behalf of the Officers of the Club and the Managing Committee, I wish all members of the Club and those interested in our movement a VERY HAPPY NEW YEAR, FREE FROM WORRY AND WITH SMILES FOR ALL.

MAY YOUR SHADOWS NEVER GROW LESS!

CHEERIO!

LIONEL H. FROOMS, Hon. General Secretary

FINCHLEY BRANCH.

SOCIAL

The Whist Drive held in December was a marked success. Everybody was pleased with the excellent prizes that were given, and the refreshments that were provided. A "Full House" at the next Drive is assured.

We have a few social events for the new year, the first will be a visit on January 6th to the Club of the North Middlesex Gas Co., where we are assured of some well contested games at



THE TRAMWAY ARTIST AT HOME.
Driver Brown in his Garden.

Billiards, Snooker and Cribbage. Later we shall entertain the L.G.O.C. (Hendon), home and away.

FOOTBALL.

Things are going well with the team formed this year between Stonebridge and Finchley depots under the name of the M.E.T. Western Division. Thanks to the big help from Stonebridge the team is well balanced.

In the Mid-week Shield cup tie we had a long journey to Plumstead and lost 3-1 to the Royal Arsenal Co-operative Society. Considering the weak team we fielded (myself having to turn out to fill a breach) a good show was made. In the North West London League we are on top, with 6 played, 4 won, 1 drawn, 1 lost, and 24 goals against 6. Teams beaten are Kentish Town Police, Golder's Green Traders, West Hampstead Police, and Granville. The draw was with the L.G.O.C. (Hendon), away, and we lost to Kentish Town Police at home.

A WELCOME FOR EDMONTON.

We are now looking forward to the cup-tie with our old friends, Edmonton Depot, on January 28th, in the Hendon Charity Cup, at home. We shall welcome with keen interest this visit of G. Cornish and his merry men, and hope the best team will win. It is also hoped that our Chairman, Vice-Chairman, and Hon. General Secretary will be able to witness this game.

L. BROWN, Branch Secretary.

HENDON (SHOPS) BRANCH.

INDOOR GAMES.

The final tie of the Snooker Tournament was won by H. Sellman who beat H. White by one point only. A series of contests has been arranged with the Hendon Branch and keen play is expected.

RIFLE RANGE.

The winner of the Boys' Competition was H. White. The Group Shoot Competition has not been completed to date. A Departmental Team Shoot is now under way, a good number of teams having entered. The results will influence the formation of the recognised branch team. Challenges will be thrown out as soon as possible. (We suggest a match might be arranged with the L.G.O.C. Rifle Club.—Editor.)

ARTHUR H. HEWSON, Branch Secretary.

MANOR HOUSE BRANCH.

INDOOR GAMES.

There were 32 entries for the annual Billiard handicap of 200 up. Some very good games were played and the handicapping was justified. The winners were: 1, H. Masterson; 2, A. F. Andrews; 3, G. R. Smith.

The entries for Draughts numbered 32, although next time a larger muster is expected. Here, too, some very good games resulted, and the winner, G. R. Smith, had to play very hard to beat his opponent, A. Hodgkins, who forced a win on the second game. Result: G. R. Smith, 2; Hodgkins, 1.

FENCING.

The fencing classes are flourishing and we hope soon to see some real battles between the members, several of whom show great promise with the foils.

WHIST DRIVES, DANCES, ETC.

A very successful Drive was held on October 30th and a very good Carnival and Fancy Dress Dance on December 4th. The latter was well attended, which gives the Branch Secretary and Committee great encouragement. The Fancy Dresses were exceptionally good. The lady's prize was won by Miss D. Bethune (Gipsy). Owing to the excellence of the costumes the gentleman's prize was divided between Mr. Hodgkins (Chairman and Mr. Byers (Pirate). (A driver or conductor?—Editor.)

DANCING CLASSES.

A series of Dancing Classes have commenced, under a qualified instructress. Classes are held on Thursdays, at 5.30 p.m. They should be well supported, and members are reminded that numbers are to their advantage—the more members the lower the fees.

G. R. SMITH, Branch Secretary.

STONEBRIDGE PARK BRANCH.

THE HUT.

Social events, principally Dances, are being held twice weekly in the Hut and are proving very popular.

The regulations re admission to the Hut do not appear to have met with universal approval, but it is pointed out to the Members that this is our private property and is intended for the use of



A REHEARSAL FOR CHRISTMAS—SOME OF THE STAFF WHO TACKLED THE TURKEY LUNCHEON AT "SOUTH KEN."

Club Members and not Outsiders. The Management have stretched the point as far as is possible, as all who have the welfare of the Club at heart will agree.

A CRICKET GROUND WANTED.

Can anyone put the Branch in the way of securing a Cricket ground in the districts, e.g., Willesden, Cricklewood, Wembley or Sudbury?

"ONGENSEC."

A TRAMWAY ARTIST.

Driver H. Brown and His Work.

On pages 24 and 25 are photographs of the interior of the Social Hut at Stonebridge Park Depot, depicting the stage scenery and some of the wall pictures executed by Driver H. Brown, of the M.E.T. We believe the Stonebridge Park Hut is alone among the social institutes of the Companies in exhibiting original paintings by a member of the T.O.T. staff.

THE OLD STONE BRIDGE.

The stage scenery presents, in the old stone bridge, a happy reflection of the title and situation of the depot. Our photograph does not do justice to this very clever composition, the effect of the sunset sky being, of course, lost; whilst the upper part of the birches in the left-hand foreground is cut off. These birches and the firs of the background have, as viewed in the hut, a natural aspect that is remarkable.

LANDSCAPES AND SEASCAPES.

On the walls of the hut are five landscapes and five seascapes, bearing, respectively, the following titles: "Still Waters," "The Rustic Bridge," "Christmas Eve," "A Winter Afternoon," "On the Edge of the Desert"; and "Becalmed," "Homeward at Dawn," "The Home of the Gull," "The Pillar of Light," and "Waiting for a Breeze."

At present the works, which are painted on very rough canvas, are attached to the wall and enclosed by borders of white paint. It is intended to frame the paintings in oak. "Becalmed" appears on the left of the photograph showing some of the wall pictures.

A SELF-TAUGHT ARTIST.

Driver Brown is quite self-taught; indeed, save for a few encouraging remarks from an artist, he has never received instruction even in the form of suggestion. In his own words: "He started to daub about with water-colours in his spare time whilst serving in the Navy, and during the last year or two has taken up oil-work." None of the subjects in the wall paintings is copied or is intended to represent any particular place. Driver Brown set to work with no definite motif in mind and he developed his subject as he proceeded.

The sea, with the ever-changing colour of sky and water, is naturally a subject that makes a strong appeal to him.

We congratulate Driver Brown on his work, and we congratulate also the men of Stonebridge Park Depot in having for a comrade an artist who has utilised his talent in so pleasingly enhancing the amenities of the Social Hut.

UNDERGROUND ELECTRIC RAILWAYS DINING CLUB, LTD.

A SATISFACTORY YEAR.

We have before us the Report of the Council and the Statement of Accounts for the year ended September 30th, 1925. The Income and Expenditure Account shows a surplus of £406 2s. 4d., which has been placed to Reserve (for depreciation and renewal of plant, machinery and equipment, etc.; and for contingencies). Ostensibly, this sum represents the profit on the year's working; actually it represents the amount it is necessary to put aside annually for depreciation and contingencies. Thus, the operations of the Club for the year under review have been regulated so precisely that ends meet with an exactitude that the members must regard as a matter for congratulation. The real profits made were considerable, and were received by the members daily, in the form of the pecuniary and dietary—or, should it be epicurean?—advantages derived from the visits to the Club.

On the Entertainments side of operation (dances, whist drives, etc.), the receipts amounted to £338 7s. 0d., and expenditure (including £89 for prizes) to £334 19s. 3d., a nicety of adjustment attesting that the patrons of these social functions received value for their money.

The number of luncheons served was 89,000, a reduction of 2,587 compared with the previous year and explained chiefly by the transfer of certain departments of the L.G.O.C. from Broadway to Chiswick. Despite this untoward circumstance, and a slight increase in the cost of provisions, the net result was an increase in "profits" of £137, which is equivalent to 1.74d. per luncheon served.

GENERAL MEETING.

The General Meeting on November 20th, where the Report and Accounts were discussed and approved with only three dissentients among the 108 members present, was notable for an illuminating treatise by the Chairman on the theory and practice of catering and club management. Among other things, he gave a dissertation on the domestic economy of the potato that must have made Hawkins and Raleigh turn in their graves with envy.

A few points of criticism and suggestion were made by the members; but blessed is the shareholders' meeting at which the Chairman doesn't have an occasional "What about it?" to answer. The questions that were put certainly reflected an interest in the affairs of the Club, and a knowledge that the shareholders have a watchful eye on things is the best stimulant for keeping the directors, in the form of the Council, on their mettle. Perhaps it were more appropriate to say "to keep the pot a-boiling."

THE STATUS OF THE CLUB.

A certain amount of misapprehension seemed to obtain with respect to the members' guarantee, and one member suggested it should now be extinguished.

It must be remembered that the constitution of the Club is comparable with that of a limited liability company. The 10s. guarantee of the members may be said to represent the shares taken up. It is virtually the capital of the Club. But the Club is in the fortunate position of having, in the Underground Company, a generous financier, so to speak, that has

established the business, provided the equipment, and given the undertaking a good send off gratuitously. The shareholders have not yet been called upon to subscribe for the shares they have taken up, and they probably never will be.

Perhaps a reader may ask: "What about the annual subscription of 2s. 6d.?" "What about it—can you mention any Club that you can join without paying an annual subscription? And mention a club where the subscription works out so low as a halfpenny a day?"

The facilities afforded by the Club for members acquiring Christmas poultry of good quality at reasonable prices were taken full advantage of, and, thus far, we have heard no complaints that any member was "given the bird" in the wrong sense.

INTER-DEPARTMENTAL TOURNAMENT.

Interest continues to be extremely keen and many exciting finishes have been witnessed. As will be seen from the table published below, the Department of the Superintendent of the Line have a clear lead over other competitors; but the Accounts Office, after losing their first two games, are now getting into their stride, and with other close-running contestants, are keen to overthrow the present leaders. Some interesting games may be expected:—

LEAGUE TABLE.

POSITIONS AS AT DECEMBER 23RD, 1925.

Dept.	P.	W.	L.	D.	Game Pts.	M'ch for.	agnst.	Pts.
Supt. of Line	3	3	—	—	47½	36½	6	6
Engineers (Costing)	4	3	1	—	64½	47½	6	6
Accounts	5	3	2	—	82	58	6	6
Engineers (H.O.)	5	3	2	—	68	72	6	6
Chiswick	4	2	1	1	57	55	5	5
Tramways	3	2	1	—	42	42	4	4
Pay Rolls	3	1	2	—	41½	42½	2	2
Purchasing	4	1	3	—	49½	62½	2	2
Sec. & Treas.	3	—	2	1	38	46	1	1
Chelsea	4	—	4	—	42	70	0	0

Underground Horticultural Society.

The fifth Annual Dinner and Smoking Concert will be held at the Bell Hotel, Ealing, on January 16th, commencing at 6.45 p.m. Mr. J. P. Thomas will take the chair. Tickets (4s. 6d. each) may be obtained from the Honorary Secretary, Mr. G. Jenner, Ealing Broadway Station.

Albert Stanley Institute.

ELECTION OF GENERAL COMMITTEE (GENERAL OFFICE STAFF).

Nominee.	Office.	Result of Poll.	Votes.
*Dymock, E. J.	Superintendent's	...	138
*Gristwood, W. G. J.	Audit (Pay Roll Section)	...	170
Groom, A....	Commercial Manager's	...	59
Meason, W. E.	Audit (Pay Roll Section)	...	100
Nichols, G. S.	Secretary's	...	94
*Pile, W. W.	Chief Engineer's (Costs)	...	145

The members whose names are marked thus * were duly elected.

G. C. BUNKER } Scrutineers.
J. WEST

GERALD YORKE,
Hon. General Secretary.

December 21st, 1925.

DOMESTIC ECONOMY.

"Good ev'nin', Mrs. Clancy. A noice soft day it is thin. An' how's yer gas stove ye got last month—d'yer loike it?"

"Shure, it's beautiful it is, thin, Mrs. O'Dea. It's ralely wonderful how it warms the room. Oi lit it the foirst day Oi had it, an', begorra, it hasn't gone out yet!"

THE MARKET PLACE.

This column is intended for the announcements of T.O.T. employees only. Advertisements must not exceed 35 words, and the rates are 6d. for 25 words, 9d. for 35. Stamps for the requisite amount must accompany the advertisement; and, for office purposes, intending advertisers must state how, where, and by what Company they are employed. All communications should be sent to The Market Place, T.O.T. Staff Magazine, 55, Broadway.

Bedroom.—Furnished, gas and fireplace; use of bath; meals as required. Five minutes' walk from Tottenham Garage. For one person, or for two friends who would share. Terms moderate.—A. L., 101, Sperling Road, Tottenham.

Motor-car.—Coventry-Premier (Singer), 7-9, Two-seater and large dickey; Dynamo lighting, speedometer, 3-speeds and reverse; excellent condition throughout; any trial and examination; sell £50 or exchange for Four-seater—Rutland, 18, Deodar Road, Putney.

Bedroom.—Newly furnished, large, suit one, or two friends—twin beds, meals optional, comfortable house, Piano and Library, 5 minutes Hounslow East, terms 10s. single; sharing 7s. each.—T. E., "Hazelrow," Kingsley Road, Hounslow.

Rooms Wanted.—Four, unfurnished; or flat, Neighbourhood of Stockwell, Brixton, or Clapham. Middle-aged couple, son and daughter.—Dickson, 44, Meadow Road, S. Lambeth.

Oak Cot.—As good as new, with overlay, perfectly clean, drop side, cost £5 18 0, accept £3 0 0—F. R. Batt, 5, Seymour Road, Beddington Corner, Mitcham, Surrey.

Motor-cycle.—2½ h.p. B.S.A., 1924 Sports model, splendid condition, £29. (After 6 p.m., 1 o'clock Saturday).—L. Older, 283, Railton Road, Herne Hill, S.E. 24.

Racing Frame.—Gents, complete, 48 × ½" chain wheel, 6½ in. cranks, pedal, also pair of racing wheels 26 in. × 1½ in. wired on wood rims, Brampton hubs, Renolds ½ in. roller chain, Lot £2 10 0.—"Cyclist," 50, Elfort Road, Drayton Park, Highbury.

Cot.—Full size polished wooden cot, mattress in good condition, for sale.—E. Turner, 176, Bravington Road, Paddington.

To Let.—Furnished bedroom, suit Gentleman, meals if required, use of bath, close to Park, Tram, Omnibus, Train, and Garage.—Mrs. T., 26, Downhills Avenue, Phillip Lane, Tottenham.

CHRISTMAS ENTERTAINMENTS.

It is requested that reports of these functions intended for publication in the February issue be forwarded in good time, so that every one may receive proper attention. In the case of entertainments that may be held in the middle of January, space will be reserved on notice being sent to the Editor. Such notices should state whether the report will be accompanied by a photograph.

DISTRIBUTION AGENTS.

ADMINISTRATIVE STAFF.

55, Broadway, Westminster, and adjoining
Offices; Aldwych, Earl's Court, and Cran-
bourn Chambers ...

Mr. C. HATCHMAN.

L. G. O. C.

Chiswick Works Staff ...

Mr. H. DAVIDSON.

Operating and Garage Staff ...

Output Inspector
at each Garage.

RAILWAYS.

Operating Staff ...

Mr. E. J. STAFFORD.

MECHANICAL ENGINEERING STAFF:—

Rolling-Stock Shops ...

Mr. J. S. PRIESTLEY.

Lifts, Escalators and Pumps Staffs ...

Mr. J. HARDIE.

CIVIL ENGINEERING STAFF:—

Works Section ...

Mr. H. W. CATT.

Permanent Way, Machine Shop, etc., Staff

Mr. W. A. CONISBEE.

Signal Engineering Staff ...

Mr. G. P. HANBURY.

Power House Staff (Chelsea and Wood Lane)

Mr. F. C. EVANS.

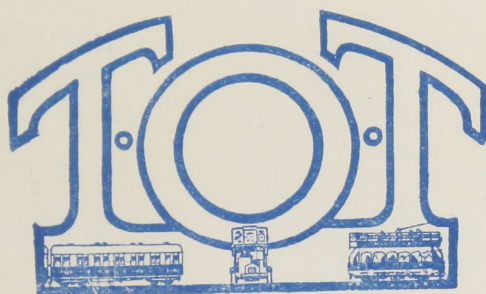
TRAMWAYS.

L. U. T., M. E. T. and

S. M. E. T. Staff ...

} General Traffic
Supt. (Staff
Section), Manor
House Offices.

Copies may be had also on personal application at Room 364, No. 55 Broadway; or will be sent per post (on receipt of 2d. in stamps), in response to application by letter to Mr. C. Hatchman, as above. Telephone Number: Victoria 6800. Extension 319.



T.O.T

STAFF MAGAZINE



Vol. IV. No. 52.

February, 1926.

One Penny.

Principal Contents.

	PAGE		PAGE
PROGRESS NOTES	29	THE TRAVELLING PUBLIC : EXPERIENCES OF A CONDUCTOR	39
STAFF MEETING : RAILWAY TRAFFIC IN THREE CITIES	30	FIRE !	40
THE UNDERGROUND IN 1999	30	THE UNDERGROUND STATIONS AND WHERE THEY ARE	40
NON-STOP NOTES	32	HOW THE TRAFFIC ACT FUNCTIONED AT CHRISTMAS	41
THE FIGHT FOR TRAFFIC IN BUENOS AIRES... ..	32	THE OLD CRAB	41
CARTOON : WHERE ? WHY ? WHICH ? WHAT ? WHEN ?	33	THE CHILDREN'S CORNER	42
SUB-RIVER TUBE SURGERY	34	CHILDREN'S ENTERTAINMENTS	43
LORD ASHFIELD SOME ACCOUNT OF HIS CAREER	35	SOCIAL AND SPORTING NEWS	49



EDITORIAL NOTICE.

Contributions from the staff of the T.O.T. Companies are cordially invited. Articles dealing with passenger transport from the historical, economic, or technical points of view, and notes on T.O.T. news of general interest will be specially welcomed. Every care will be taken of photographs and drawings, which will be duly returned.

Lengthy articles intended for publication in "the next issue" should be received by the 14th of the month, unless, of course, other arrangements have been made with the Editor. The latest date for the receipt of general matter and *Social and Sporting News*, etc., is the 17th. Short paragraphs of special interest or importance can be received up to about four days later.

Matter intended for publication should be written on one side of the paper only. Typewritten matter should be double-spaced and have an ample margin on the left-hand side.

All contributions should be addressed to The Editor, T.O.T. Staff Magazine, Commercial Manager's Office, 55, Broadway, S.W.1. Telephone No.: Victoria 6800, Extension 311.

T.O.T. STAFF MAGAZINE

Vol. IV. No. 52.

February, 1926.

One Penny.

A WORD TO OUR READERS.

There are times when the contents of the Staff Magazine are such that our "General" readers may think that there is a superfluity of Railway matter; or, on the other hand, our Railway readers may be inclined to consider that Omnibus matter has too much prominence; whilst until recently the Tramwaymen had the mistaken notion that they were left out in the cold altogether. Our aim is to cater for the tastes and inclinations of every section of the T.O.T. Companies, and to render justice to the activities of each undertaking. On looking through a complete volume of the Staff Magazine it will be found that the various articles as a whole give a fair measure of attention to each of the agencies embraced in the Underground Group.

So far as Social and Sporting News is concerned, all matter that comes to hand is invariably published.

It is desired to make the Magazine a repository for authoritative histories of the Companies. On the conclusion of "A History of Tramways in London" we propose to publish an informative history of the London Electric Railway. The histories of the Companies will then, for the time being, have been completed.

Various technical articles of a popular nature are in hand, and another feature of interest will be a causerie on Underground station names and what they mean.

And we hope that our programme will be materially supplemented by contributions from our readers.

PROGRESS NOTES.

REMODELLING OF C.L.R. ROLLING STOCK.

In our October issue reference was made to certain improvements that had been carried out, more or less as an experiment, on a C.L.R. car. The end vestibules had been merged in the body of the car, on each side of which four air-operated doors had been formed. Sprung-upholstered seats, better ventilation and lighting, and improvements to the electrical equipment, making for enhanced acceleration and braking, were other features of the remodelling.

250 CARS TO BE DEALT WITH.

It is now intended to proceed at once with the remodelling, on similar lines, of 250 of the C.L.R. cars, so that in the near future the trains operated on this railway will partake of the general principles of design of those in service on the Hampstead and the City railways.

PICCADILLY CIRCUS STATION.

A contract amounting to £121,000 has been placed with Messrs. John Mowlem and Company, Limited, for the construction of escalator tunnels and chambers; pipe subways, shafts, and interceptors (for containing the mains of the public utility services); and the diversion of sewers, etc. The diversion of sewers, and gas, electric light, and other mains has been a difficult and costly contingency of the reconstruction of stations generally. The ground beneath Piccadilly Circus is threaded in all directions by such appurtenances, and not the least considerable improvement that will accrue through the construction of the new Underground station here will be the advantage of having all the pipes and cables contained in a subway built especially to receive them.

GOOD PROGRESS WITH THE MORDEN EXTENSION.

The running tunnels between Clapham Common and Dorset Road at Merton have been completed, as has also the short length of the cut-and-cover tunnel south of Dorset Road, and the surface section that projects the line to the Morden terminal. A considerable portion of the permanent way has already been laid down and the installation of signals, etc., is now in hand.

The lower passage ways at all the stations are virtually finished and the escalator shafts at most of the stations have been formed. The Morden carsheds are nearing completion and the installation of the equipment of the sub-stations is well in hand.

Seeing that the ground was first broken so recently as January, 1924, the progress that has been made may be regarded as highly satisfactory.

TOTTENHAM COURT ROAD STATION.

The three main escalators here, connecting the booking hall with the landing communicating with the platforms, were placed in service on February 1st. The middle escalator is reversible, and thus adapted to ascent or descent, in conformity with the flow of traffic.

The work of removing the lifts and of constructing the entrance and subway that will connect the new combined booking hall with the south-east corner of Oxford Street (by the old C.L.R. station) is now proceeding, and within a few months the task of remodelling Tottenham Court Road to cope with latter-day traffic conditions will have been completed.

A TICKET AND CHANGE ISSUING MACHINE.

A trial is being made of an automatic machine of this type, which has recently been installed in the booking hall at St. James's Park Station. In appearance, the machine is similar to the ordinary automatic machines in general use. It issues tickets of one denomination only, namely, 2d., and has two compartments, one being for the insertion of two pennies, and the other for sixpences and shillings. Insertion in the appropriate slot of one of the silver coins mentioned brings forth the ticket and the requisite change.

STAFF MEETING.

Railway Traffic in Three Cities.

The well-attended meeting at the Fulham Town Hall, on January 19th, was concerned with railway passenger traffic in New York, Paris, and Berlin, the three cities being treated respectively by Messrs. A. W. Green (Statistical Officer), S. A. Heaps (Architectural Officer), and J. E. Cowderoy (Assistant Traffic Superintendent, Indoor, L.G.O.C.). Mr. J. P. Thomas presided.

For three papers to be read and their complements of slides properly exhibited in the short space of two hours would seem to place an undue strain on the lecturers. At the same time it tends towards a hurried delivery that must debar the audience from assimilating properly the excellent material provided.

The papers were based upon the first-hand experience of the lecturers, each of whom had studied conditions in the particular city he described. Their observations and criticisms were set off by a large number of exceedingly fine slides, which, for the time being, transported the audience to the city under review.

The limited space at our disposal debars even a précis of the papers being given; but among other outstanding features that demand a passing reference were the fine architecture of the stations in Berlin and of the magnificent terminals of the Grand Central and the Pennsylvania railways in New York; the showcase-lined subways of the Paris Underground—a feature shortly to be adopted on our Underground; and the copious statistics of railway traffic in the three cities, compared with London.

One of Mr. Heaps' slides represented a plan of Paris superimposed on one of London, which afforded a striking impression of the respective sizes of the two capitals. In Paris the "Metro" and the "Nord Sud," the two underground systems, are leased as a concession from the municipal authorities, who constructed the tunnels only, the operating concerns building the stations and providing the plant and equipment throughout. The municipal authorities exercise control over fares, services and maintenance, and supervise the accounts of the operating companies. The habits of the Parisians were good for traffic. The people started their labour before breakfast, and there was a break of two hours for the midday meal, which meant a traffic rush at that period. Railway

STATION GUIDES.

For the assistance of passengers generally, and strangers in particular, Guides have recently been introduced at Charing Cross Station. These new officials of the Underground wear a distinctive uniform, and have on their arm a brassard displaying the Underground bullseye symbol, with the word "Guide" below. They patrol the subways of the station throughout the hours of traffic, and the multifarious interrogations to which they have already been subjected by passengers may be regarded as public appreciation of the innovation and of its utility.

tickets were sold by the newspaper vendors who had their pitches by the stations.

In Berlin the steam railways (main line and local) were owned by the State, whilst the electric railways, which are partly municipally owned and partly owned by private enterprise, were operated by a company. There were no workmen's fares on the electric lines, and on the steam railways such tickets were issued at only 25 per cent. less than the ordinary fare.

In New York, Paris, and Berlin alike the zone or flat-rate fare was a feature. In Berlin they had adopted the expedient of having a photograph of the holder displayed on season tickets, as a precaution against misuse.

NEXT MEETING.

The next Staff Meeting will be held at the Fulham Town Hall, on February 24th, when Mr. St. John Ervine, the well-known author and dramatic critic, will lecture on "Some Impressions of America," with special reference to passenger transport facilities.

This lecture promises to be one of particular interest. Films will be a feature.

THE UNDERGROUND IN 1999.

A Letter from Professor Low.

To the Editor, "THE T.O.T. STAFF MAGAZINE."

SIR,—I should like, through the medium of your columns, to express my sincere sympathy with "An L.E.R. Gateman," whose letter respecting my article on Underground travel in the future appeared in your January issue.

I think it is more than possible that the automatic control of trains will relieve the staff of the more unpleasant duties, and will necessitate a still larger staff, whose time will be spent far more pleasantly. Examples of this type of progress may be cited in the cotton factories of England.

I agree with "Gateman" that the public take very little trouble to help in the working of the railway, and even under the present antiquated single ticket system the unnecessary questions and difficulties placed before the operating staff must require great tact to overcome. They must long to treat many passengers, whom I have observed, in the same manner that Charlie Chaplin deals with his assailants.

I am, dear Sir, yours most faithfully,
A. M. LOW.

NOTICE TO ALL SECRETARIES OF STAFF ASSOCIATIONS, ETC.

Calendar of Social Events.

It has been suggested that it would be an advantage to all concerned if a Calendar of the principal Social, Athletic and other Staff Functions connected with the T.O.T. group of Companies, were tabulated and published periodically in the STAFF MAGAZINE.

At the present time a record is kept in the Staff Office of all such events in respect of which advice is received, the object being to prevent clashing of dates. The present proposal, however, goes further, inasmuch as it is now requested that all Sports, Social and other Staff Associations, etc., should make a point of supplying the Staff Officer with particulars of their events for as long a period ahead as possible, when arrangements will be made for the details to be published in the form of a monthly "Calendar of Social Events" in the STAFF MAGAZINE.

Will Secretaries of all Staff Associations, Clubs, etc., please note and submit particulars, as soon as practicable, to the Staff Officer, 55, Broadway, Westminster, S.W. 1?

LAD'S ESCAPE UNDER 'BUS.

Anonymous Appreciation of "General" Driver.

Our January issue contained a notice on the amazing escape of a Mitcham cyclist, who fell in front of a "General" omnibus and was saved from fatal injury by the unerring skill with which the driver (Driver J. Farnish, of Sutton Garage) steered his vehicle around his prostrate body. An interesting sequel is presented in the receipt by the L.G.O.C. of the annexed letter:—

I enclose £3 towards any Club connected with the men, in recognition of the courtesy and carefulness of the drivers on the road, as a cyclist trusts when riding that drivers will see him and avoid him for his safety.

A Happy New Year to all.

From

A CYCLIST, AND ON BEHALF OF
SUTTON CYCLISTS.

Enquiries have failed to glean the identity of the writer of this letter and his generous fellow cyclists, and a notice has therefore been published in the local Press of Sutton, in the hope that it may come to the attention of the Sutton Cyclists and apprise them of the appreciation of their generous action felt by the London General Omnibus Company and the staff.

In accordance with the wish expressed by the "General" men, the £3 has been passed to the T.O.T. Benevolent Fund.

DRIVER J. DE BOICK.

It is with much regret that we have to record the death of Driver J. De Boick, of Mortlake Garage, who passed away on December 31st last, after an illness of three weeks.

Driver De Boick entered the service of the London Road Car Company, as a horse-bus driver, in 1904, and became a motor driver in 1909, the year after the Road Car Company was absorbed by the L.G.O.C. He will be much missed by his comrades, with whom he was very popular.

The funeral took place at Barnes Cemetery on January 4th, the remains of Driver De Boick being borne to their last resting place by six picked men from Mortlake Garage. The respect in which Driver De Boick was held was attested by the presence of many "General" drivers and conductors at the funeral.

THE LATE MR. S. F. WACKETT.

In the tragic passing away of Mr. S. F. Wackett, on January 10th, the administrative staff at Chiswick Works mourn the loss of an esteemed and trusted colleague.

Mr. Wackett met his death as the result of an accident whilst motor-cycling, and the circumstances are the more sad because Mrs. Wackett, who was in the sidecar when the accident occurred, was herself very seriously injured.

An expert and very careful driver of considerable experience, it fell to the lot of Mr. Wackett to lose his life in an accident on the road whilst on a pleasure spin.

Shortly before his untimely end, Mr. Wackett had won a medal in the London to Edinburgh endurance tests.

Of a cheery disposition and with a smile for all, Mr. Wackett was liked and trusted by his colleagues. The esteem in which he was held at Chiswick was evinced by the magnificent floral tributes that came from all Departments and Sections of the Works, representatives of which attended the last rites at Highgate Cemetery on January 18th.

K.O.Y.L.I.

OLD COMRADES' ASSOCIATION.

Conductor B. Ward, of Tottenham Garage, would like it to be known among the staff of the T.O.T. Companies that there is now a London Branch of the Regimental Association of The King's Own Yorkshire Light Infantry. Meetings are held on the first Wednesday of each month, at the Drill Hall of the Rangers (12th County of London Battalion), Chenies Street, Tottenham Court Road. All who have served in any battalion of the K.O.Y.L.I. will be warmly welcomed at these meetings.

NON-STOP NOTES.

Does love once lost ever come back? The authorities concerned are still undecided about the return of Eros to Piccadilly. The naughty god of love still seems to be busy there, see page 38.

We offer the following tag for a winter poster to the Metropolitan:—"Hail, fellow, well Met.!"

During 1925 over 50 cases were reported where the fire extinguishers of the "General" buses were used to put out fires on other vehicles. Conflagrations to the 'Busmen concerned for their extinguished conduct!

The "Ashington Colliery Magazine" contains a bright little story from which we gather that farthings are made to afford Scotsmen a chance to subscribe to charities.

Talking about farthings, we read that 32 farthings tendered by a passenger to a bus conductor were refused by the latter, but were accepted by a tram conductor. "Any to come, glad of it," as they say in racing circles.

And, again referring to Scotsmen, we heard recently about one of these much maligned people who was found wandering round Detroit, U.S.A., with three pairs of trousers on his arm. He was seeking the "Detroit Free Press"!

Little Iris Finnecy says in her letter, which we have inserted in The Children's Corner, "Daddy tells me stories when he comes home." This reminds us of another little girl we heard of, who said "Mummy, tell me a story"; whereupon Mother replied, "Wait until Daddy comes home, dear, he'll tell us both one."

If we turn to page 56 we Chelsea some good Riddlesdown there.

The following lively notice on motor-bus traffic in Buenos Aires is taken from a recent issue of "The Review of the River Plate."

THE FIGHT FOR TRAFFIC IN BUENOS AIRES.

We have had occasion to remark on several occasions that this is perhaps the most strenuously competitive market in the world. It unquestionably is. And evidence of this condition is nowhere more evident than where rival omnibus services are battling for supremacy in the thoroughfares of Buenos Aires. A case was recorded the other day in which the *mise en scene* might have served the purpose of the most hair-raising cinematographic thriller. Two buses were running the usual street corner to street corner race in an endeavour to snatch the lion's share of candidates for the morgue when the excitement of the two drivers reached such a pitch that one of them, not to be outdone by his opponent, pulled out a revolver, and, with one hand on the wheel of the vehicle which continued its wild career, started sniping at the tyres of the rival chariot. It is hardly to the discredit of his marksmanship that his aim was not perfectly true, the circumstances being anything but conducive to the accuracy of aim which, at village fairs, wins cocoanuts. The sharp-shooter managed, however, to hit one of the occupants of the opposition vehicle, so that his zeal, rather excessive we admit, was not altogether in vain. The unfortunate victim may not appreciate to any extent his saintly rôle of martyrdom, but such it was, nevertheless, as had one of the missiles found its intended mark there might have been such a spill as would have yielded a much longer and more lamentable casualty list. Even so, when the passengers had forced the driver of the bus carrying the wounded passenger to call a halt, and when the victim had been removed and the driver arrested, a new driver who took charge entered into the spirit of the game and forced the pace to such an extent that at the corner of Calle Mitre he caused the vehicle to make a violent turn which crippled the steering gear and caused the bus to crash upon the nearby pavement to the consternation of passengers and pedestrians. Altogether an exciting and interesting ride!

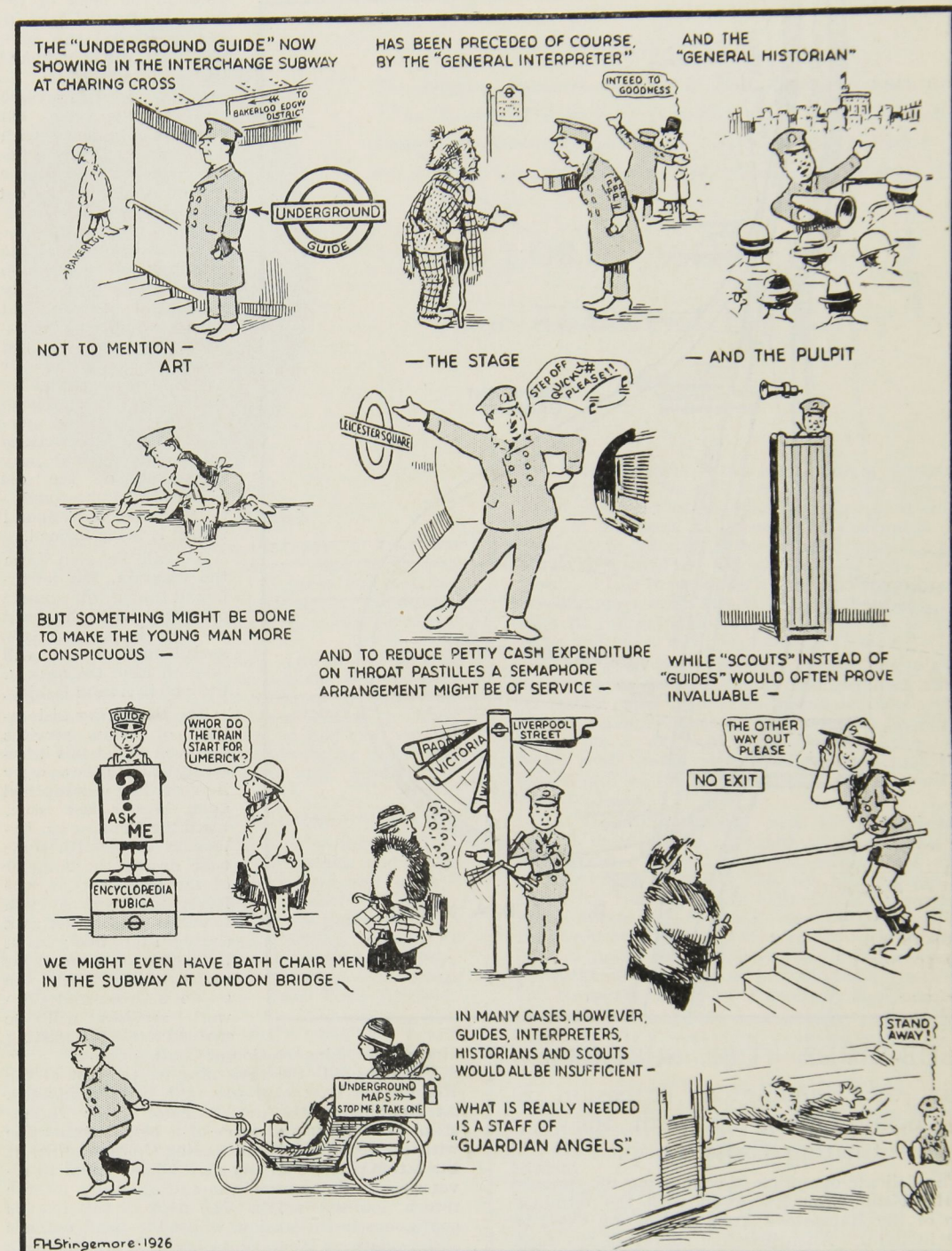
SOME MORE HORTICULTURAL NOTES.

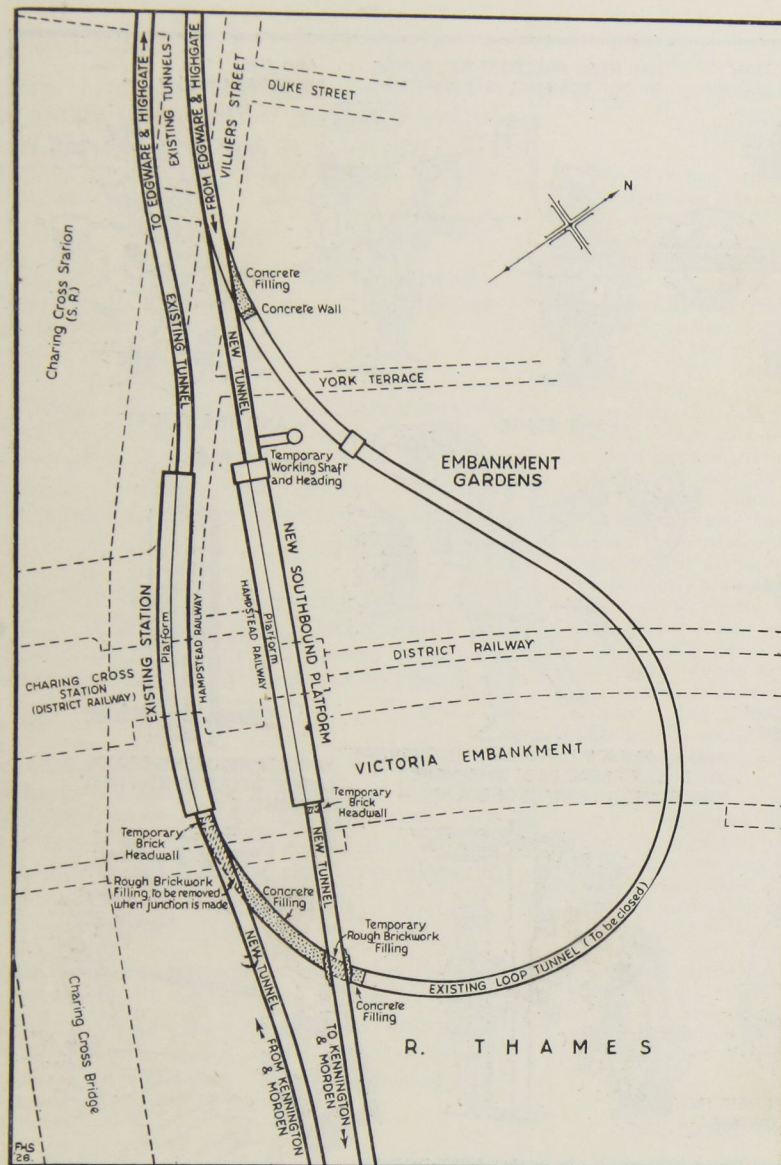
What they ought to have sung at the annual dinner of the Underground Horticultural Society: "I want yer, ma honey, yes, I do!"

It is rumoured that future dinners will take place at "The Beehive," and that a joint supper for the Underground Band and the Horticultural Society will be held at "The Leg of Mutton and Cauliflower," Ashtead. Members will swarm for tickets.

DRY HUMOUR.

"How much is it?"
The village fly-driver: "Well, mum, I'll leave it to you. My mouth is so dry I can hardly speak the truth."





SUB-RIVER TUBE SURGERY.

How the Kennington Extension is being Linked up with the Charing Cross Loop.

The delicate operation of connecting the tunnels of the Kennington Extension with the terminal loop of the Hampstead Tube at Charing Cross is now in hand. An instructive survey of the task and the method of procedure is afforded by the accompanying diagram.

The two points at which the new tunnels will cut

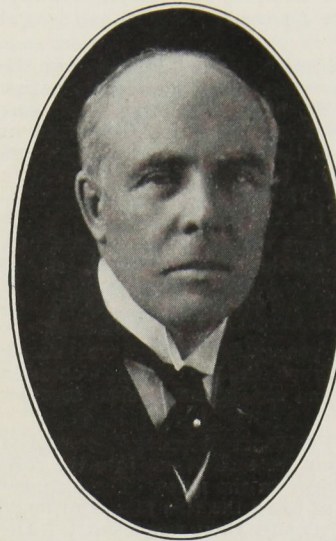
through the head of the loop are situated beneath the river, and the work will have to be conducted under compressed air. To prevent the compressed air escaping, the old tunnel will be sealed with a temporary concrete filling on each side of the section that will be cut through by the southbound tunnel; whilst between this point and the existing platform the loop tunnel will be filled partly with solid concrete and partly with rough brickwork, the latter material being in the section at which the northbound tunnel from Kennington will join up. The purpose of this brickwork is to guard against any weakening of the old tunnel whilst the connection of the northbound tunnel is being formed.

As will be seen from the diagram, the northbound tunnel will connect obliquely with the head of the loop, and the southbound tunnel will take off from the neck of the loop in similar fashion.

The temporary dislocation of train services involved whilst this interesting feat of tube surgery is proceeding was touched upon in our last issue. Until the Kennington Extension is opened, some time during the summer of the present year, the Highgate services will have Strand Station as a southern terminal; whilst by means of a crossover under Villiers Street the Golder's Green and Edgware services will be enabled to use the existing

Hampstead Line station at Charing Cross.

Virtually all the tunnelling of the rest of the Kennington Extension has now been completed. At Kennington the new terminal of the Hampstead Tube takes the form of a loop, comparable with the existing loop at Charing Cross, and, as at the latter place, enabling southbound trains to reverse and thus enter the station ready for the return journey north. The neck of this loop is contiguous to the station, whilst the head extends as far south as Kennington Park. From the neck of the loop short tunnels strike off and link up with the station, thus permitting of through working between the Hampstead and the City lines.



The following biographical notice of Lord Ashfield is taken from "The Sunday Express" of November 22nd, 1925, in which journal an interview with Lord Ashfield was published as No. 2 of the series of articles entitled "Ladders of Success."

LORD ASHFIELD.

Some Account of His Career.

EARLY YEARS.

WHEN fourteen years of age, a somewhat lanky youth sat on a fence in Detroit, Michigan, in the late 'eighties, and watched the horse-trams jolting and jingling by. He wanted work, and the independence that work—successful work—brings with it.

It was a warm summer day—and he was playing "hookey." And as at intervals the swaying cars went by, the young truant made up his mind that here was a short route to his ambition—he must get a job on the tramway, as he had long wanted to do. He must do more—he must get a job and "get on top" of the concern that carried the city's passengers.

LOST TO THE MINISTRY.

An English lad, born in Derby, where his ancestors had been settled for many generations, and taken to the United States by his father and mother while he was still a youngster, it was to an Englishman that young Stanley went in his predicament.

"I went to the Rev. John Munday, minister of Christ Church, Detroit, where I was a choirboy, and asked him for a letter to the man—a Scotsman—who ran the tramways," said Lord Ashfield. "After some trouble I got it."

"My parents were very angry when they heard of it. My father had mapped out quite a different career for me. Both he and Mr. Munday thought I was cut out for the Church. I've often thought since what a narrow escape I had from becoming a minister of the Gospel in Detroit instead of a Cabinet Minister, and how, if it had been some other business than transport, I might have failed."

THE BEGINNING.

Bearing his precious letter and seeing in his mind's eye the day when he would run the company, young Stanley went to the head of the Detroit Street Railway Company and began his first work.

"I think there must have been a conspiracy among them to give me the hardest job they could, so that I should soon get tired of it and be glad to get back to school," he continued. "I was put to office work as odd-job man and messenger in a small sub-office at the far side of the town. I had to get up at 6 a.m., travel right across the city, start work at 7.30, and keep hard at it until 10 p.m. There were no trade unions in those days, and never have been since with me!"

It was good grounding for the man whose whole life has been devoted to the handling and control of traffic. He earned, and lived on, five dollars a week, saving enough to pay fees for a spare-time course at a technical institute. He came into touch with traffic men, studied them and their ideas, and, as the business went up, he went up with it.

By the time Stanley was about seventeen, electric traction was beginning to make some sort of progress. Detroit was one of the first cities in America to introduce the new system, and the youth felt that there was a good deal he ought to know about the technical side of the business. He therefore abandoned his clerical work, in which he had made good progress, and took a humble job in the shops to learn all he could about electricity and the mechanical side of tramway equipment.

He went through all departments, and at night, after his day's work, got a skilled mechanic to give him some work and a wrinkle or two.

SUPERINTENDENT AT NINETEEN.

Stanley's first big chance came when he was about eighteen. He then had the job of preparing the schedule for one of the divisions on the tramway system.

"There was a trade union leader who was causing a good deal of trouble by stirring up the drivers and conductors," said Lord Ashfield, "and the manager of the system decided as an experiment to engage the agitator and put him in charge of this particular division, in the hope of keeping him quiet."



At the age of twelve.

"He was duly made superintendent of the division, and I had the job of presenting him with my schedule. He glanced at it, exploded violently, told me, in no polite language, to 'take it back,' and pushed me out of his office. He said that his men would not stand such hours."

"The schedule didn't go into effect, the men were threatening, and the manager sent for me," continued Lord Ashfield. "I expected to be discharged on the spot. But it happened that the agitator had been taken ill, and there was nobody to take on his job."

"Why not let me run the line?" I said.

"What you, a lad of nineteen, as superintendent?" he scoffed.

"I can do the job. Give me the chance."

The youngster's earnestness impressed the manager. He got the job, and kept it, for the agitator never came back.

Detroit at that time had a population of only 135,000 people—it has over a million to-day. It had only a mile of paved roads, and was visited by sudden and violent snowstorms, and the youthful superintendent had a strenuous time during the winter working with jacks to put the trams back on the tracks.

PICTORIAL PUBLICITY.

He had some amusing experiences, too. He was full of enterprise and keen to advertise the city's transport service. There was a large Indian reservation just outside Detroit, and the electric trams ran right to it. Superintendent Stanley suddenly conceived the idea of getting one of these proud chiefs to carry sandwich boards round in his full war paint.

The Indian he approached was delighted with the idea, and agreed to promenade, on condition

that he was given a free pass on the street railway. It seemed a pretty reasonable reward, so he got it.

Then the trouble began. Riding up and down the tramway line became the Indian's main occupation in life; neither jolts nor jars nor any other sort of inconvenience would persuade him that it was not the sweetest thrill in existence. Passengers began to complain; complaints began to roll in faster and faster. They did not like his smell—it drove people off the tramcars.

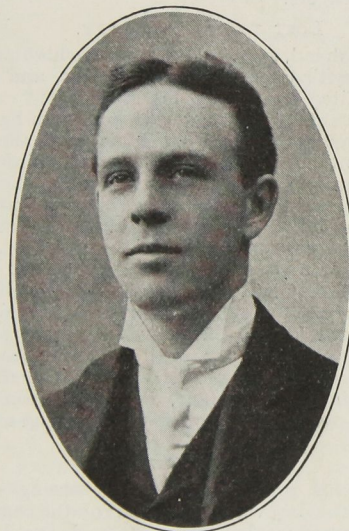
"I had the dickens of a job to get that pass back from him," chuckled Lord Ashfield, reminiscently.

A NARROW ESCAPE.

The ambitious youngster's career was nearly brought to an abrupt end on another occasion when the drivers and conductors clubbed together to buy him a rifle.

"It was one Christmas morning," continued Lord Ashfield, "and we took it out into the road to try it on an object on the fence. The manager had the privilege of using the rifle first, and made good use of it. Presently there was a shout, 'The superintendent of the police is coming. Put the rifle away.' We made a bolt into the office and hid the rifle."

"In strode the superintendent, very angry. He pulled off his helmet and, vigorously verbal, demonstrated to us. A ricochet from the fence had bored a hole through his helmet and the bullet rolled off his head to the floor. The general manager told the manager that the culprit must be dismissed. It was my rifle, but the manager, fortunately for me, had been using it—and he, didn't feel inclined to dismiss himself."



As Superintendent of the Detroit Street Railways—age nineteen.

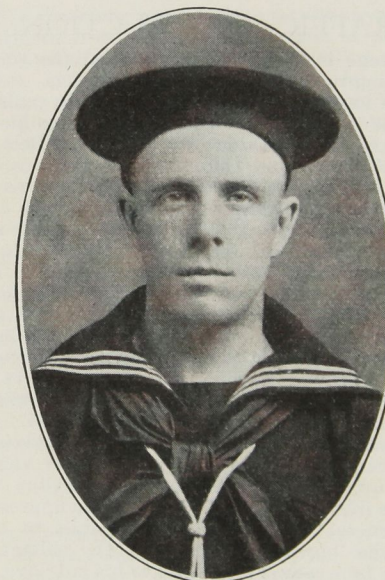
MANAGER.

Lord Ashfield made good use of his opportunities and experience. At twenty he was in control of the whole street railway system of Detroit and the surrounding country, and was earning £1,000 a year. He developed and improved local transport enormously, expanding it till the system he controlled owned over 550 miles of track.

When he was twenty-eight another great chance came his way. A big amalgamation of traction systems was being engineered in New Jersey, and the magnitude of the scheme, no less than the financial resources behind it, fired his imagination. He acted promptly, with the result that he became the directing head, at a salary of £3,000 a year, of nearly 1,000 miles of electric railway and 25,000 men.

A NAVAL RESERVIST.

Only once during this period did his daily activities vary far from the normal. At the outbreak of the Spanish-American war he had joined the naval reserve, and in 1898 he was drafted as an ordinary seaman to the *Yosemite*, a ship which had been suddenly converted into an auxiliary cruiser to carry a load of guns, and in her he assisted to convoy to Cuba the first American soldiers landed there. Danger and adventure were on all sides—for the ship frequently found itself in minefields, and the propellers became mixed up with the mines. "Our job then," said Lord Ashfield, "was to strip and go overboard to disentangle them." He was one of the crew that captured a Spanish warship off Porto Rico, and he shared in the prize money.



As a Reservist of the American Navy, during the Spanish-American War, at the age of twenty-three.



As Manager of the Detroit Street Railways discussing a land deal on the spot.

IN ENGLAND.

GENERAL MANAGER OF THE UNDERGROUND.

Twenty years or so ago London, England, showed signs of waking up—of wanting speedier and more luxurious movement for her ever-growing crowds.

Tube railways were just beginning to expand—the Baker Street and Waterloo Railway was opened on March 10th, 1906, and its extension to the Elephant and Castle in the following August; the Piccadilly Railway was opened in December of the same year; the smoky, sulphurous "District" had been electrified; horse-omnibuses were beginning to give way to motor-omnibuses; hansom cabs were common; a delegation of the Federation of Associated London Cab Proprietors had been in Berlin studying taximeters, and taxi-cabs were talked of and fares were being proposed.

A royal commission on London traffic had suggested the establishment of a Traffic Board (such as existed in New York and Boston) to control London's traffic—all these signs of progress were beginning to show themselves when a firm in Boston which was interested in London's underground railways thought that Albert Stanley was the very man to send over to look after its affairs. This was about the time that Mr. Yerkes, the American financier who had been pushing forward London's transport schemes, died.

So in 1907 Stanley returned to his homeland, where he was finally to become head of London's great combine of tubes, motor-omnibuses, and tramways.

CO-OPERATION.

"I came to London on the distinct understanding that I was to be free to return in a little while—a year," said Lord Ashfield. "That one year has stretched to eighteen."

When Albert Stanley came he found the Underground system in a bad financial position. It could not pay the interest on its debentures; it was threatened with a receivership.

"I called the officers together—some of them men with forty years' service," said Lord Ashfield.

"I explained the situation to them. I told them that I had persuaded the banks to lend me £50,000 to advertise the Underground system—that I would do it for six months. I asked them if they would then and there hand in their resignations, to take effect in six months if we had not made good. Every one of them—splendid fellows!—agreed; agreed to stand to the finish. We arranged to meet again in six months.

"I went to the newspapers. I told them the position. All the newspapers told me the same story. They said, 'If you have any development to report it is news—we will print it.' We began to develop; the newspapers helped us magnificently. I didn't spend my £50,000—and we have never looked back since."

Thus began the story of London's modern Underground Railway system.

IN THE CABINET.

In 1914 the honour of knighthood came to Albert Stanley. That year, too, marks the first occasion in his strenuous career on which he took a holiday. On August 1, 1914, he was in Baden and received a hint to hurry home. Not permitted to travel by train, he bought a car, hurried to the frontier, managed, on his car being confiscated, to get smuggled into a freight train filled with soldiers, and, arriving in Holland, reached London on the night before war was declared.

He offered his services to the State, and, backed by his American business experience, was, after being engaged on motor transport in the Ministry of Munitions, appointed to the presidency of the Board of Trade. During his three years of office,

TALENT ON THE UNDERGROUND.

Has anyone ever given a thought to the talent amongst the train staff? There are artists, carpenters, bricklayers, motor mechanics, bootmakers, engine builders, watchmakers and repairers, clock repairers, sanitary officers, expert road makers, house decorators and musicians! We have had proof of all these things, especially the musical side, for last month we had an accordion and a jazz set going in Queen's Park Mess Room, which was enjoyed by a very happy crowd. The Company must be proud to know what talent exists amongst their staff who run the trains.

AN L.E.R. GATEMAN.

SUGGESTIONS.

During the month of December, 171 suggestions were received from the staff, and awards were granted in the undermentioned cases:—

Adams, G. (Gateman), Golder's Green Station.
Boughton, A. J. (Jnr. Collector), Oval Station.
Costigan, A. (Shunter), Wood Lane Station.
Dean, G. H. (Car Examiner), Ealing Common Works.
Downey, C. C. (Fitter's Mate), Baker St. Station.
Driver, G. H. (Unit Adjuster), Holloway Garage.
Horsman, F. (Underman), Lillie Bridge Yard.
House, T. (Guard), Acton Town Station.
Lansdale, A. E. (Lift Machinery Attdt.), Baker Street Station.

1916-1919, he threw himself with characteristic energy and foresight into the unprecedented situation. Surrounded by difficulties, a target for criticism, he did not falter.

He was on familiar ground—railway problems surrounded him. He took control of the Irish railways, and put into operation a scheme for sending rolling-stock to France. He cut down passenger trains, increased fares 50 per cent.—but, whatever the opposition, did the big job of getting hundreds of locomotives, many thousands of wagons, and miles of rails across the Channel for the rapid movement of the Allied forces. But he worked himself, such was his spirit, to break-down.

A peerage, conferred in 1920, rewarded his war services, and Sir Albert chose as his title Ashfield, of Southwell in Nottinghamshire.

THE WAY TO SUCCESS.

"Do your job the best you know how—that's the way to success," said Lord Ashfield. "It is willingness to do work cheerfully that counts. Almost certainly some one will discover you are doing well."

"There is no task in the world that can be really hard. Anxious, maybe, but not beyond man's capacity, given the right conditions and willingness.

"My only real worry in life is having to make a speech. I have never mastered, not a disinclination, but a natural fear of public speaking. I suppose I am shy," he concluded, whimsically, "but it is the greatest penalty in the world to make a speech."

EROS AND TRAFFIC OBSTRUCTION.

The scene is Piccadilly Circus, and the time is the evening rush hour.

As the foremost of a line of omnibuses pulls out to resume its journey, a young man leaves his fair companion and boards the vehicle. Being a "General" man and thinking that the lady also wishes to travel, the driver considerably turns into the curb again. Wrapped in thought and a fur coat, the sweet young thing moves not an inch, but stands pensively on the curb. So the 'bus starts once more.

Then, in tearful tones, comes the cry "John! John!" John hears, and he pulls the bell cord. The 'bus stops, and the anxious John alights. "What is it, darling?" he asks, with great concern. "Oh, John, you haven't kissed me," says the maiden, reproachfully. John repairs the omission and turns to board the 'bus again.

Meanwhile, the stream of omnibuses, taxicabs, private cars, tradesmen's vans, and other vehicles is held up, and observations more forcible than polite are freely exchanged. A policeman approaches the "General" inspector and demands to know "what the 'buses are up to?" The gallant but forgetful John waves a farewell to his ladylove, and as the traffic disentangles she complains with bitter irony "These 'buses never wait a minute. It's dreadful!"

G. S. HORNE (Interpreter).

THE TRAVELLING PUBLIC.

Some Experiences of a "General" Conductor.

A few month's work as a public servant has taught me many things. I have ceased to display a somewhat bewildered interest in the troubled affairs of mankind generally and find myself becoming quite a competent judge of the human being himself.

HUMAN PECULIARITIES.

In their daily contact with the public, 'busmen have, perhaps, as good an opportunity as anyone of studying the variety of moods expressed by the travelling public. The experience is truly astounding. It would seem incredible that there could be such a vast difference in the temperaments of persons of the same nationality and, in many cases, of the same walk of life. Yet such is the case.

I had formerly ascribed certain virtues and failings to particular classes of people, but have found that among all classes these good or bad qualities are strangely intermixed. The men who try to avoid paying their fare are not all garbed in fustian—some wear broadcloth and silk hats. The women who report one for not stopping the 'bus exactly outside their houses, carry bundles of washing in some cases, whilst in others they disport the most elegant furs. Similarly, the men who are ever ready to take the conductor's part, where necessary, are sellers of shares as well as of matches.

PRECEPT AND PRACTICE.

It is, therefore, impossible to expect any particular treatment from any particular class of passengers. Mr. Savidge's school slogan, "a smiling conductor makes smiling passengers," beautiful as it is, does not always apply. Quite a number of passengers positively refuse to be smiled into smiling. To smile at the man who has had to run fifty yards under record time in order to catch the 'bus is hardly to be recommended. He is obviously in a temper, having probably, in the first place, descended late for breakfast and subsequently received by the same post his income tax return and a threatening letter from his tailor. To put it mildly, he is heated to such an extent as to desire to say something provoking and wounding. He is totally unfit to reason or reprove, or to hear reason from others, least of all from the conductor. No! the conductor does not smile. Being a sensible fellow, he resolves to be silent and waits until the enraged passenger has cooled very considerably before he presumes to ask him for his fare.

TRIALS AND TRIBULATIONS.

But sometimes the showing of even this noble spirit is not always wholly successful. Perhaps I am less able than most conductors, but I have, in my short experience as one, been referred to by every ungenial name known to human tongue, prefixed by every adjective known and unknown.

I have been abused when the 'bus moved too slowly; and I have been abused when it moved too quickly. I have been abused for saying too much; and abused for saying too little. I have been abused for stopping too often; and abused for not stopping enough. In fact, I have received more abuse for a variety of crimes, real and imaginary, in these few months as a public servant than the average man receives in a lifetime. Yet I am not sad!

THE BETTER SIDE.

While the conductor is in a position to experience the more unpleasant side of this very human travelling public, he is also able to witness many pleasant incidents.

Little acts of kindness and courtesy often come our way and tend to remind us that the human element is not being entirely crushed in an endeavour to do everything more quickly and more successfully than anyone else.

A few Sundays ago I was returning with my 'bus from St. Albans. It was very cold and was raining hard. As we drew up at point after point, my eternal cry of "Sorry, full up inside!" brought forth the usual assortment of opinions of motor-buses in general and my 'bus in particular. The people who were inside settled down more comfortably in their seats. At one point, a lady accompanied by a little girl about ten years old, boarded the 'bus. On being told there was room only on top she asked: "Could you find room inside for my little girl? She is blind!" I went inside and began: "There is a little blind girl here, would any gentleman . . . ?" I had no need to say more. Instantly every gentleman in the 'bus offered his seat. The little girl and her mother were quickly accommodated.

On the same road a schoolboy, wishing to ride a 2d. stage, discovered to his dismay that he had lost his money. I was convinced that he really had lost it, so I gave him a ticket to cover the journey, thinking no one had heard or noticed. Before going a mile, however, two gentlemen and one lady had each in turn, and unknown to one another, offered me the 2d. as they left the 'bus!

On another occasion a man had entered the 'bus during the "no standing" hours and refused to leave on being told the 'bus was full up. A good deal of argument resulted in nothing, and I began to wonder what I should do when another gentleman said: "All right, conductor, I might just as well get out here, he can have my seat." This gentleman, holding a 4d. ticket, left the 'bus, having ridden a 3d. stage only!

These pleasing little incidents seem to compensate to a very large extent for the rough knocks that the conductor must inevitably receive from time to time.

My opinion may change with the passing of time, but at present, after a little experience, I am inclined to think the travelling public as a whole is not deserving of the very severe criticism handed out by some conductors once associated with pre-historic horse-buses.

E. LINCOLN,
(Hendon Garage).

THE UNDERGROUND STATIONS AND WHERE THEY ARE.

A complete list of the stations served by the trains of the Underground in the London County area, grouped in accordance with the city or borough in which they are situated, is given below. The majority of our readers will doubtless be surprised to learn that Russell Square, Goodge Street and Warren Street stations are in St. Pancras; that London Bridge is in Bermondsey and not in Southwark; Highgate in Islington; Chalk Farm in Hampstead; Willesden Junction in Hammer-smith; and Knightsbridge in Chelsea.

The list is susceptible to the qualification that certain stations extend into more than one borough. Thus, part of Baron's Court is in Fulham, and Tottenham Court Road is situate at the meeting-place of three separate divisions of the County, namely, Westminster, Marylebone, and Holborn.

NORTH OF THE THAMES.

Cities.	Stations.
London ...	13 Stations:—Blackfriars, Mansion House, Cannon Street, Monument, Mark Lane, Aldgate, Liverpool Street (2 stations—C.L.R. and Met.), Moorgate (2 stations—City and Met.), Aldersgate, Bank, Post Office.
Westminster...	17 Stations:—Victoria, St. James's Park, Westminster, Charing Cross, Temple, Aldwych, Strand, Trafalgar Square, Leicester Square, Covent Garden, Tottenham Court Road, Piccadilly Circus, Oxford Circus, Bond Street, Dover Street, Down Street, Hyde Park Corner.
Boroughs.	Stations.
Stepney ...	5 Stations:—Aldgate East, St. Mary's, White-chapel, Stepney Green, Mile End.
Poplar ...	2 Stations:—Bow Road, Bromley.
Shoreditch ...	1 Station:—Old Street.
Finsbury ...	1 Station:—Farringdon Street.
Holborn ...	3 Stations:—Holborn, Chancery Lane, British Museum.
Islington ...	8 Stations:—York Road, Caledonian Road, Holloway Road, Gillespie Road, Finsbury Park, Angel, Highgate, Tufnell Park.
St. Pancras ...	11 Stations:—Russell Square, King's Cross (3 stations—City, Piccadilly, and Met.), Euston (2 stations—Hampstead and City, and Met.), Goodge Street, Warren Street, Mornington Crescent, Camden Town, Kentish Town.
Hampstead ...	3 Stations:—Chalk Farm, Belsize Park, Hampstead.
Marylebone ...	8 Stations:—Great Portland Street, Regent's Park, Baker Street (2 stations—Bakerloo and Met.), Marylebone, Edgware Road (2 stations—Met. and Bakerloo), Marble Arch.
Paddington ...	7 Stations:—Paddington (2 stations—Bakerloo and Met.), Warwick Avenue, Maida Vale, Queen's Road (2 stations—C.L.R. and Met.), Lancaster Gate.
Kensington ...	9 Stations:—Notting Hill Gate (2 stations—C.L.R. and Met.), Holland Park, Kensington High Street, Earl's Court, Gloucester Road, South Kensington, West Brompton, Brompton Road.
Hammersmith ...	6 Stations:—Baron's Court, Hammersmith, Ravenscourt Park, Shepherd's Bush, Wood Lane, Willesden Junction.
Fulham ...	4 Stations:—West Kensington, Parson's Green, Walham Green, Putney Bridge.
Chelsea ...	2 Stations:—Sloane Square, Knightsbridge.

SOUTH OF THE THAMES.

Southwark ...	4 Stations:—Borough, Elephant and Castle (2 stations—City and Bakerloo), Kennington.
Bermondsey ...	1 Station:—London Bridge.
Lambeth ...	4 Stations:—Waterloo, Lambeth North, Oval, Stockwell.
Wandsworth...	4 Stations:—Clapham Road, Clapham Common, East Putney, Southfields.

Total ... 113

FIRE!

Though it is a rare occurrence for a "General" bus to catch fire, it seems a fairly common occurrence for other vehicles to do so. The interesting fact reaches us that during the past year there have been over fifty instances in which "General" fire appliances have been requisitioned to extinguish fires on various vehicles in the streets, and even fires in buildings.

A fire extinguisher forms part of the normal equipment of every "General" bus. It is, in fact, a Police regulation that one should be carried. It is unfortunate, however, that the regulation does not go a little further still, by requiring all vehicles to carry them and, what is still more important, fire extinguishers which will *extinguish* when called upon.

In the fifty odd cases referred to above, the story is much the same. A vehicle catches fire. The extinguisher carried will not function. A "General" bus comes along. Assistance is implored. The "General" puts the fire out.

It has been the lot of the "General" to assist its competitors at times. On December 6th, an independent bus in the Romford Road caught fire and a passing "General" put it out. On November 6th and 7th, L.C.C. cars in Stoke Newington and Green Lanes caught fire. "General" staff and extinguishers quelled the flames.

The details of the services rendered by "General" fire-quenching plant at Old Kent Road in April last were set out in our May number of last year, and will be remembered.

Another similar instance occurred on November 1st, when a fire broke out at a tea shop adjoining Merton Garage, owing to some fat in the kitchen catching alight. Four of the garage extinguishers were soon in action and the flames were kept in hand until the Fire Brigade arrived. But for the prompt assistance given, it is possible that life as well as property would have been lost in this case.

It seems a fortunate state of affairs for London's traffic that there should be at least 3,800 vehicles running about equipped with extinguishers which will operate when needed. A chief fireman and two assistant firemen see to this. They are specially detailed to examine the fire apparatus and keep it in a fit condition for emergency use.

In nearly every case where the "General" equipment has been employed in assisting to put out a fire the Company have received letters subsequently, commending the bus staff for the prompt manner in which they have come to the rescue. In many instances also the communication has been accompanied by a gratuity.

HOW THE TRAFFIC ACT FUNCTIONED AT CHRISTMAS.

Opening my personal mail one morning during Christmas week, I found a letter from the Catering Department of the L.G.O.C. offering turkeys at ridiculous prices, and pheasants that had apparently been poached. The offer had something to do with Mr. Findlater of "Skiddy Track" fame (on one occasion he nearly tempted me on to his man-trap).

To get back to my muttons, or turkeys, in this case: I ordered one turkey at 1s. 3½d. per lb., guaranteed not British but English. I duly received the bird, took it home, and tried to draw 12 lb. at 1s. 3½d., total 15s. 6d., or about the price of a really super bottle of Scotch.

Now, my readers, hasn't it been an unwritten law since the time of David that the food for the annual festivals comes out of the housekeeping money and the drink out of the overtime? Well, as Blossom says, "in this case it didn't." I should never have said anything to the wife about the superiority of men as shoppers, and how I got for 1s. 3½d. what she'd have had to pay 2s. 4d. for. I was met with "Who is going to truss it? Take it down to the poulterer's!"

Yes! I can see myself on Christmas Eve taking a turkey down town and saying to the poulterer "Sorry, I haven't bought my turkey this time from you; but, as you will see from the label, it's a present from the L.G.O.C.!" I happen to be a tramway man.

No! We got down Mrs. Beeton. She said, "Extract the pin feathers," which were those that the wholesaler had failed to withdraw. They were worse than an excess fare on a trick stage. I broke my finger nails and had to send down for pliers, monkey wrenches, spanners, etc.

Next, we cut one of his legs off. This was another teaser, because a turkey is apparently built like a modern omnibus—stays and supports everywhere. Fishplates and tierods, what a struggle! The other leg was more scientifically done. We cut a ring round the knee, hung the bird over the door, and, with one of us inside and the other out, we pulled. Out came the stays and ties and everything.

Now came the most difficult feat of all. How in the name of Heaven were we to get at the engine box? Mrs. B. said: "Put your hand down his throat and pull out the liver, but be careful not to damage its gall." It sounded all right, but how was I to get my hand down its throat? It was a proper subway job—tunnelling from both ends. After some trouble we compromised. Off came the head. This was easy; but how to cut the brute open was controversial—same old query: longitudinal or crosswise? Without going into 'orrid details, we found all kind of odds and ends inside—differential gears, etc. But the oddest contraption of all was the crop, which was full of tramway setts. No wonder the bird's efficiency was poor! By efficiency I mean selected traffic. No! I mean meat to original weight. It was about 70 per cent. The bird was now complete for skewering, tying up, and stuffing with chestnuts, and so off to bed.

And in bed that turkey was still very much in evidence. I had a mirror or saw the writing on the

wall. The turkey was no longer a bird but Route 29, trussed, gutted, and tied up by the Traffic Act.

The turkey was excellent—as it ought to have been after all the labour put in. When I cross the next farm and see Mr. Turkey with his "Gobble! Gobble! Gobble!" I can say: "Well, my friend, you may make a noise like an NS bus. You have the same efficiency. I know all about your insides; you eat 'setts' to cheat the scales, and if you don't put down that tail I'll introduce you to Mr. Findlater and he will mark your farm down as a restricted area."

"ONE OF THE UNBELOVED."

THE OLD CRAB.

A 'Busman's Lament.

I've been a busman bold, sir, for forty years and more,
And now I'm growing old, sir—I'm nearly sixty-four.
My mate in front can tell you about the way I hop,
He's only got two speeds, sir—they are "right away" and "stop."

The people all know us, sir—we pass by ev'ry door—
And when they hear our bus, sir, they turn out by the score;
Indeed, there's one old lady, for whom we take a stretcher,
We draw up by her cottage and go right in and fetch her

My buttons, bag, and slide, sir, I polish ev'ry night;
And always I have tried, sir, to do my duty right.
I often go without my sleep to think of some suggestion,
To send in to headquarters for easing street congestion.

I've never once been late, sir, or had an "uncollected"
(Or if I have I'd hate, sir, for it to be detected).
I've never made my bill up when coming home we've been,
And as for "shorts" and "overs," I don't know what they mean.

My record sheet is clear, sir,—of that I'm very proud—
I'm hardly ever queer, sir, although my back is bowed.
I've been on ev'ry route there is, from Staines to Becontree—
From the crawling 37 to the bustling 33.

The time is drawing nigh, sir, when on the shelf I'll be,
And I must say good-bye, sir, to the "General" Company;
I'll miss my Friday quidlets when things are looking dicky,
But there's one thing I'll miss most of all, and that's my dear old "sticky."

RALPH C. N. ROBINSON,
(Twickenham Garage).



"HULLO, EVERYBODY!"

A LITTLE LETTER FROM A LITTLE READER.

SOUTH TOTTENHAM,

January 13th, 1926.

DEAR MR. EDITOR,—Mother said I could send you my photograph, because I always read the Children's Corner in the T.O.T. MAGAZINE when Daddy brings it home. She said you would like to see it and show it to the other children that read the "T.O.T." as well. Daddy is going to give me a stamp, and he said you might print my photograph in the Children's Page.

I like the children's stories and the pictures of the funny old 'buses, and sometimes Daddy tells me stories when he comes home.

Mother said I must say good-night. I hope you will like the picture.

Love to all the children.

From

IRIS FINNECY.

Now, isn't this a really charming letter from little Iris? Of course we will print her picture. Why, it will do all our readers a world of good to see her smiling face, for nothing else can so ease one's cares as the sight of a happy child. And doesn't Iris look smart in Daddy's coat and hat? We have put her in the Corner, but only in the way that good little girls are put in the proper corner. On behalf of all our child readers we send Iris their love—and our own as well.—Editor.

DOCTOR LAUGHTER.

Doctor Laughter picked up his bright red bag and, leaving his neat little house, set forth on the morning round of patients.

His first call was on little Gladys, who was very bad indeed. She had recently broken her favourite doll and was just about as miserable as it was possible for a little girl to be.

"Ha! Ha! Ha! Good morning, Miss Gladys. I hope you are now feeling better?" said Doctor Laughter, cheerfully.

"N-n-no, I'm n-n-not a tiny b-b-bit bette-e-er," sobbed Gladys, gazing tearfully at her poor broken doll on the rug in front of her.

"Come, come, little one, I'm sure things aren't so bad as you think they are! Let me have a look at your damaged friend," cried Doctor Laughter, brightly, and he picked up the doll and examined it closely.

Presently he did something to the doll which caused Gladys' face to beam with delight, and when he finally handed it back to her, mended, she clapped her hands with glee.

"And you must always look upon the bright side of things in the future," said the Doctor, before he left. "Many of our troubles are really only very slight things after all. Don't you think so, Gladys?"

"You are quite right, dear Doctor Laughter," answered Gladys, smiling, "and I will never, never cry over trifles in future! I won't, really!"

After visiting a few more patients and leaving smiles where he had met tears, the Doctor heard a sudden call from the doorway of a big mansion.

"Doctor! Doctor! Will you come in here quickly?" cried a lady.

"Certainly, madam," responded the good doctor, and he followed the lady into the house, up the stairs and into a bright and cosy nursery.

On the floor lay a chubby little boy of about five. His face was all puckered up and he was just about to cry. The Doctor knelt by his side and began to talk very gaily to him, calling him Bouncy and Billikin and other funny names. The little boy's face gradually became less sorrowful and soon he was gurgling with joy at the doctor's funny antics.

"There, you see, when you look upon the bright side of things, it's quite simple to laugh instead of cry," said the Doctor, as he rose to his feet.

"But you are so funny!" answered the chubby little boy. "I can't help laughing—ha! ha! ha! ho! ho! he! he!" and he burst out again.

"What was the trouble, sonny?" asked the doctor, as he was leaving a few minutes later.

"I fell over," answered the little fellow, "and I thought it was the only thing to do—to cry, I mean," he added.

"Not a bit of it!" said the doctor, gaily. "Laugh always, old chap, and you will never go wrong. After all, it's a noise, isn't it? And a much more cheerful noise than crying!"

And away went Doctor Laughter, rubbing his hands and chuckling to himself.



TOYS AND TOYS AND MORE TOYS.
Unpacking at the Chiswick Works Christmas Entertainment.



"LOOK WHAT I'VE GOT!"
Cracker Distribution at Chiswick Works Christmas Entertainment.

CHILDREN'S ENTERTAINMENTS.

L.G.O.C.

CHISWICK WORKS.

ENTERTAINING 800 CHILDREN.

The following vivid description of the Christmas Entertainments at Chiswick Works is taken from our esteemed contemporary, "The Chiswick Times," of January 15th.

There was further revelry by day at the L.G.O.C. Works on Saturday last, for it was the occasion of the third annual kiddies' party given by the Chiswick "General" Sports Association. Amongst the members of that large body exists talent tending in all directions and all excellent, and on Saturday this trait was illustrated in many ways. First it made its appearance in the decoration of the huge mess room. To treat so large a space effectively is no easy task, but it had been tackled and achieved with striking success, and it was in a veritable fairland that the children—some 700 or 800 of them—enjoyed the several good things which kindly thought and clever ingenuity had provided for them. Mr. Murray Griffith, a director of the Company, and Mr. George Shave, the operating manager and chief engineer, who is the hon. president of the Association, were there, not only to welcome the youngsters, but to join in their fun, and no one was happier than them when, with headgear suited to the occasion, they were photographed amid a crowd of happy youngsters in front of a gorgeous Christmas tree, which, brilliantly decorated and electrically illuminated, occupied a central position. Mr. G. L. Rushton, the works engineer, also paid a visit during the afternoon; whilst Mr. Colley, the general secretary of the Association, was a veritable host in himself, and at his back were many members of the Committee, Mr. A. F. Gibbons, the hon. treasurer, and Mr. Stanley Lloyd as the most efficient of stage managers. To this latter gentleman also is due credit for the really fine scenery which he had painted for the stage. It was a tribute to his artistic talents.

MUSIC, MAGIC AND A FAIRY PLAY.

The ball opened with selections by the Tottenham Garage Brass Band, and then came a pony and Spanish dances, performed by the pupils of Miss Marjorie Fowle. After that "Mysto" certainly mystified the wide-eyed children with his "moments magical." He performed all sorts of tricks to the delight of his enthusiastic audience of juveniles. Other band selections, more dances, "Crossing Sweeper and Flower Girl," and "Powder Puff," a real funny ventriloquial turn by Mr. G. Pym-Browning and "Billy"—what a favourite the latter was—and then came an item always dear to the child mind—a real fairy play, one with a good old name, "Babes in the Wood," and telling the story with a simplicity that appealed to the hearts

of the audience at once. Here again the pupils of Miss Fowle did both her and themselves credit, as they tripped it lightly in the woods or spoke their lines with a clarity that added much to the enjoyment of all. Miss Betty Ketchen and Miss Hussey supplied the piano and violin music that accompanied the play, and it was here especially that the scenic abilities of Mr. Lloyd were most marked. The characters were sustained as follows:—Boy babe, Joyce Tomlinson; girl babe, Betty White; uncle, Marjorie Jackson; Will o' the Wisp, Vera Hussey; fairy queen, Gabrielle Moffatt; robins and rabbits, Vera Allen, Norah Bentley, Nancy White, Violet and Leslie Horwell, and Muriel Geer; elf, Audrey Todd; and nymph, Mary George.

DANCING AND REVELRY.

Afterwards there was more band and more dancing, and then tea. And what a tea! Even was it possible, and that is saying a good deal, to satisfy every youthful appetite, thanks to a number of ladies who kindly assisted. Crackers were pulled and their headgear contents assumed, and from thence on all was a scene of considerable enthusiasm. Tea cheers; it also loosens tongues and somehow creates new friendships, and the youngsters experienced all these sensations and made the rafters ring again with their delighted cries.

"THE PICTURES."

A film, "The Modern Cinderella," rivetted attention for a time, and the actual entertainment concluded with a performance by the Coon Concert Party, who, under the direction of Mr. W. Barber, senior, with Miss Edith Miller at the piano, gave a thoroughly enjoyable show. The members of the party were the Misses Elsie Radworth, Eva Radworth, and Marjorie Barber, and Messrs. Will Bedborough, Eric Lewendon, and W. H. Barber.

The National Anthem, sung with all the lustiness of youthful lungs, and the giving of a toy to each child as he or she left, concluded an afternoon of merriment, on the thorough success of which all concerned are to be sincerely congratulated.

CHELVERTON ROAD AND PUTNEY BRIDGE GARAGES.

The first Christmas tea and entertainment given by the combined staffs of Chelverton Road and Putney Bridge Garages was held on January 5th at the Dawes Road Congregational Hall, Fulham. The juvenile guests consisted of children from the Putney and Fulham districts, and numbered nearly 350. The unqualified success of the function encourages the hope that a joint Chelverton Road and Putney Bridge children's tea and entertainment will be a feature of future Christmas festivities on the L.G.O.C. Cordial thanks and congratulations are due to all those enthusiastic helpers who made possible such a splendid beginning.



THE FELICITY OF FELIX.
Children render the Felix Dance at Chiswick Works Christmas Entertainment.

STAFF ENTERTAINERS.

After a finely served tea, a distribution was made of toys, sweets, paper hats, balloons, and other sources of childish delight and jollity, which created the right atmosphere for the enjoyment of the first-rate entertainment that followed. This was provided by Messrs. Castle, Goddard, Stilton, Whittick, and other members of the staff, assisted by wives and children. Music was rendered by some members of the T.O.T. Band. The high spirits of the childish guests and their shrill cries of applause were ample recompense for the kindly entertainers.

FAREWELL PRESENTS.

On departing, every child was presented not only with a toy, but with a warm woollen scarf as well, the latter gift indicating a commendable thoughtfulness on the part of the Committee.

HENDON GARAGE.

The Christmas Party organised by Hendon Garage was held on January 11th. The organisation was undertaken and ably carried out by the garage Sports and Social Club, and 200 children were entertained.

MAGIC, MIRTH AND MELODY

An excellent tea was the prelude to a very fine entertainment programme, the artistes including Yellman, the Japanese magician; Walter Howard, a musical clown; Carlyle Douglas, the ventriloquist; and Sambo, who was at the piano.

FATHER CHRISTMAS ARRIVES IN STATE.

A feature of the Hendon party was a large illuminated Christmas tree, which bore a present for each and every one of the guests. Before the presents were distributed, Father Christmas was drawn on to the stage in a sleigh, with the snow falling upon him in the most realistic manner.

THE GRAND FINALE.

The entertainment concluded with a song scene, the fine effect of which was heightened by a generous use of coloured streamers. As the tired but supremely happy children departed each was presented with two oranges and a bag of sweets.

HOUNSLOW GARAGE.

FESTIVITIES ON TWO EVENINGS

The annual tea and entertainment given by the staff of Hounslow Garage to the wives and children was spread over two evenings, namely, December 30th and 31st. On the first evening the chair was taken by Mr. Alexander (Divisional Superintendent), supported by Messrs. Symes (Divisional Engineer) and Cottle (Divisional Superintendent); whilst on the second Mr. Cottle presided, supported by Mr. Symes.

MARIONETTES.

The way in which the guests rendered justice to the tea must be regarded as testimony to the able arrangements made by the Catering Department and the good things provided. Tea over, the children were given a generous supply of bon-bons, and enjoyed their little selves immensely in investigating the contents and in pulling the crackers with great zest. Meanwhile



TEA FOR 800.
A Corner of the Mess Room at Chiswick Works during the Christmas Entertainment.

the tables were cleared. Then came the Elite Concert Party, with Mr. Hutson's famous and ever popular marionettes, keeping the youngsters in high spirits for a good two and a half hours.

PARTING GIFTS.

On leaving, the children were each given a toy, some sweets, and an orange.

The Committee desire to thank everyone that helped to make the Hounslow Garage Christmas Tea and Entertainment such a huge success, and to give the wives and the children such a jolly time.

E. G. FELTON,
E. J. MARTIN,

Joint Hon. Secretaries.

KINGSTON GARAGE.

For the Children's Entertainment given by Kingston Garage, on December 30th, the Drill Hall of the 6th Battalion of the East Surrey Regiment was engaged. The hall was specially decorated for the occasion. The guests numbered 200, and were children of the 'busmen. The scheme originated with Mr. F. G. Merrifield [Quite an appropriate name, this.—Editor] who organised the entertainment, assisted by a committee that comprised Messrs. C. H. Cole, R. Clapton, A. Craham, A. Herbert, F. Gilbert, and Tillett.

This function was the first of its kind organised by Kingston Garage, and its success was such that it is intended to make a Children's Entertainment an annual affair.



"WE ARE A HAPPY FAMILY."
Messrs. Murray Griffith and G. J. Shave among the youngsters at the Chiswick Works Christmas Entertainment.



HAPPINESS AT HENDON.—THE GARAGE CHRISTMAS ENTERTAINMENT.

A CONCERT AND GAMES.

Included in the programme were a very fine concert; games, in which the youngsters joined with rare keenness and enthusiasm; and a Lucky Number Competition. The party broke up at eight o'clock, and as the juvenile guests set off for home each was given a toy.

Thanks must be tendered to the ladies—the wives of 'busmen—who waited on the youngsters and did so much to make the evening such a huge success.

LEYTON GARAGE.

TWO PARTIES FOR POOR CHILDREN.

For several months the men of Leyton Garage had been raising funds for the laudable purpose of giving a real Christmas treat to the poor children of the neighbourhood, and on December 28th and 30th their efforts materialised in two of the finest children's entertainments that have ever been given in North-East London.

LEYTON CHILDREN'S GOOD TIME.

On the first day the little guests came from Leyton and Leytonstone, and the party was held in the Farmer Road Schools, which were kindly lent by the Leyton Education Committee.

CINDERELLA'S COACH.

The children were picked up at various points by "General" 'buses, which is in itself an indication that when Leyton Garage makes up its mind to do a thing it does it in proper style. Not Cinderella in her fairy coach, going to the ball, was happier or more elated than these youngsters of the mean streets as they travelled in state to the party. At 3.30 the programme opened with a bumper tea, with lots and lots of good things of all sorts, of which the children had their fill.

SONG AND DANCE.

Then came a concert by the Garage men, assisted by a party from St. Michael's, Walthamstow, which was greatly appreciated. With the aid of many willing helpers, Father Christmas, who was present in person, distributed sweets, apples, and oranges to the juvenile and highly delighted audience.

A CIRCUS.

Fun and laughter reached a high pitch when a prancing gee-gee (Messrs. Whellams and Pressler), ridden by that famous jockey, Mr. Walter Ruffels, appeared on the stage. How the kiddies roared for the whole half-hour that horse was showing off its points!

PARTING PRESENTS.

However, even the happiest time must end, but 9.15 arrived all too soon for everybody. On leaving each little girl was presented with two pairs of fleecy-lined knickers, an apple, an orange, and a bag of sweets; and each boy with an all-wool jersey, and, of course, sweets and fruit as well. And thus laden with their parting gifts and memories of a real good time the little guests of Leyton Garage went home again in Cinderella's coach—the "General" 'bus.

THE WALTHAMSTOW KIDDIES HAVE THEIR TURN.

The second party was given to 300 of the poorer children of the Walthamstow district, and was held in the William Morris School, which was kindly lent by the Walthamstow Education Committee. [How William Morris himself would have delighted in these childish revels at his native place!—Editor.]

GOOD ADVICE.

The tea served was similar to that given to the Leyton children, and the Walthamstow children rendered equal justice to it. After tea a breezy little speech was given by Mr. S. Burnell, the chairman of the Education Committee; and he was followed by another member, Mr. Watcham, who gave the youngsters some really good hints on Safety First, and said that the 'busmen, whose great pleasure it was to entertain the children, were just as desirous of helping them at all times in the streets.

WILL HALL HELPS.

A fine programme was then rendered by Will Hall's Concert Party, to whom Leyton Garage owes a deep debt of gratitude for the splendid manner in which the Party came forward to help in the good cause. The Garage Concert Party also gave a much appreciated turn, and then came the human horse again, and the fun waxed uproarious.

Father Christmas (in private life Driver E. Taylor) was once more busy, with his willing helpers, distributing fruit and sweets.

MR. MCENTEE PRESENT.

During the evening Mr. McEntee, late M.P. for Walthamstow, thanked the organising committee and all who had helped in bringing this bright day into the lives of the children. Conductor G. North, our serving member on the West Ham Board of Guardians, replied on behalf of the 'busmen.

As with the first party, presents and sweets, etc., were presented to the children as they departed for home.

THANK YOU!

It would not be right to close this record of Leyton's Christmas Treats without a word of appreciation of Mr. A. H. Summer, our honorary secretary, to whose splendid efforts and management the fine success of the two entertainments was largely due. Thanks must be given also to the lady helpers, and to the men who so generously volunteered to drive and conduct the 'buses that carried the children—a service rendered in most cases after the men had finished their day's duty.

A. WHITBREED, Hon. Asst. Secretary.

LOUGHTON GARAGE.

The Children's Treat at Loughton took place on December 19th, and the guests—to the number of 200—were chosen from the poorer children of the district. The eager youngsters arrived on the scene long before the time appointed, which affords some idea of the joyful expectancy with which they had been looking forward to this red-letter day. However, everything was in readiness for them, and they were soon doing proper justice, with all the zest of juvenile appetites, to the good tea that had been provided.



COUNTER ATTRACTIONS AT THE ALBERT STANLEY INSTITUTE.
THE MUSICIAN *VERSUS* THE PHOTOGRAPHER.

FATHER CHRISTMAS BRINGS HIS BROTHER.

After tea the tables were cleared away, and Father Christmas and his twin brother, who had come along too, got busy. There were all sorts of jolly games, and a sketch and songs by members of the garage staff—and didn't the kiddies join in the choruses with a gusto that must have caused all the robins and the other birds in the forest to wonder what was up! A Singing Competition for the children, with prizes for the best performers, was a feature of the evening.

PRESENTS FOR ALL.

When the time came—all too soon—for the little guests to depart, each child was presented with a toy, some sweets, an orange, and a toy balloon.

ONE GOOD TURN INSPIRES ANOTHER.

It was a great delight and pleasure to all the 'busmen to see the happy faces of the little ones, and so great was the appeal made by the sight of these children enjoying themselves that it was decided on the spot to do more for them as soon as possible.

TURNHAM GREEN GARAGE. A FINE FIRST EFFORT.

Making their first attempt at a really formidable undertaking, the Turnham Green Garage gave what they termed a "Kiddies' Christmas Party" at the Chiswick Works on January 2nd, and acquitted themselves mightily well of the task. The mess room of the works is possessed of considerable floor space, yet it seemed literally to teem with children of all ages. Mr. George Shave, the chief engineer, knows something about organisation, and when he looked in, as he did, to receive a hearty greeting, he must have realised that some of that organising genius of his had percolated to the Turnham Green Garage and to the enthusiastic committee responsible for Saturday's arrangements. Mr. Alexander was also present.

FROLICS.

Tea over—and it took some time to satisfy the keen young gourmands—came a general frolic for an hour, during which three excellent clowns in the persons of Messrs. Taylor, Musckett and Wilson, led a good deal of the fun and greatly amused the kiddies by their antics as they sped round the gaily bedecked hall. Each little guest had a fancy cap, these being presented by Messrs. Turner & Crompton and Gamage's, whilst later on they received oranges and toys.

A SINGING COMPETITION

Most interesting of all, perhaps, was the singing competition. Displaying a good deal of pluck, the little people piped away right merrily, and Messrs. Rathbone, Brittain and Hurst, who judged, had no easy task to perform. Even little ones of the tender age of three years took part, and though it could hardly be said that they "filled the house" with melody, their singing was very sweet and quite promising. The decision of the judges gave the palm, in ages 3 to 6 years, to Jimmy Bray and John Hanson, and Elsie Taylor and Ivy Pond, first and second respectively in the two sections. In the class from 8 to 10 the

successful ones were Albert Taylor and Philip Missie, and Nellie Reeves and Dora Coleman; whilst the "seniors," that is those from 10 to 12 years of age, found winners in Edwin and Sydney Brooks and John Harman, and Edith Taylor and Emily Gumbridge.

By the way, the Committee had thoughtfully invited the occupants of the Homes for Motherless Children at Grove Park to be amongst the guests.

A CONCERT.

Following the competition came a concert, to which several clever artists contributed. Miss Amy Castle was at the piano. Mr. V. Taylor, as a comedian, got a good many hearty laughs; and the female impersonations of Mr. C. Chivers, junior, were cleverly done. The comedians Coupe and Kerr also delighted their audience, and Mr. George Stevenson's lightning sketches were a source of wonderment to the young folk. Driver Cox gave monologues, and Leon Hurst was very true to type as a child impressionist. Particularly appropriate and greatly appreciated was the dancing of the Misses Heyhoe.

Finally, thanks to those who bore the brunt of the hard work. Mr. A. Chouffot, the divisional superintendent, was the Chairman, and was assisted by Mr. Hawkins. Mr. E. Jeffery was the hard-working and genial Secretary; and comprising the Organising Committee were Messrs. H. Peto, H. Wilson, W. Buckingham, J. Tribe, G. Stevenson, L. Rowe, and W. Bray. For these and all who had helped make the time so happy for them the children had long and loud cheers at the end, and all went home with smile-wreathed faces, hugging to themselves the gifts that had come as a pleasurable climax.

The Chiswick Times.

AUXILIARY OMNIBUS COMPANIES' ASSOCIATION.

A Great Time at the Central Hall.

The sixth Annual Christmas Tea and Entertainment for the wives and children of members of the Association took place at the Central Hall, Westminster, on December 30th. Many and varied have been the functions that have taken place at the Central Hall, but surely never before has there been one at which the spirit of festivity and enjoyment rang so true as at these Christmaside revels of the A.O.C.A. About 750 children and adults sat down to the excellent tea served by the Catering Department of the L.G.O.C. For the subsequent entertainment an entirely new programme was arranged.

LADY ASHFIELD AGAIN PRESIDES.

For the fourth time, Lady Ashfield presided, and, as before, she was very much at home with everyone present. During tea Lady Ashfield sat at the head of the children's tables. Besides the good things in the way of cakes, pastries, and other dainties, each little guest had a bon-bon. Tea over, the chairs were arranged for the entertainment, and whilst this was being done



FATHER CHRISTMAS VISITS THE ALBERT STANLEY INSTITUTE.

the children were each presented with a special box of sweets. At this time, Father Christmas, who had received a special invitation, was very busy indeed.

LUCKY TICKETS.

After the sweets had been presented, Father Christmas gave to each kiddie a numbered ticket, with a very solemn warning that they were not to lose them, because those that were lucky enough to have tickets bearing certain numbers would be entitled to prizes later in the evening. And didn't those youngsters take care of their tickets and look forward eagerly to the draw for the prizes!

MAGIC!

When all were again seated and settled down, a two hours' entertainment was provided by James Portland, the well-known children's entertainer. There were an ever so clever conjuror and ventriloquist, with three of the children to help, and the wonderful things that they did held everybody spellbound.

THE DRAW FOR THE PRIZES.

Then followed a very exciting quarter of an hour indeed. Lady Ashfield appeared at Father Christmas's table, and out of his magic boxes she drew twelve tickets, and the lucky youngsters who held the tickets with the corresponding numbers came on to the platform to receive the promised prizes.

We are wondering now if the L.G.O.C. is short of any 'buses, for Lady Ashfield gave away twelve spick-and-span and newly painted and overhauled NS 'buses, filled with—but, no, we musn't tell you what they were filled with. The children know, though.

THE COMICAL CLOWN AND HIS CLEVER DONKEY.

After the excitement of the prize-giving was over, the entertainment began again. This time there were the funny old clown and his funny old donkey, and didn't the children—and the grown-ups, too, for that matter—enjoy it all!

A SPEECH BY LADY ASHFIELD.

At 8.30 the entertainment came to a close, and then there was a hearty vote of thanks to Lady Ashfield. In reply, Lady Ashfield said how very, very pleased she was to be with them all once more, how nice it was to see the mothers and children enjoying themselves, and how she hoped to be among them again.

As they left the hall each child was given an apple and an orange, and thus came to an end the most successful Christmas Tea and Entertainment that has ever been held by the A.O.C.A.

SOME WORDS OF THANKS.

Most cordial thanks must be expressed for the kindly services of Mrs. Counihan, Miss Every, and Mr. Harrison, who provided their fine orchestral entertainment voluntarily; and to little Miss Kirby, who came all the way from Twickenham to give one of her special dances, which evoked great applause. Also to the Committeemen and their wives for the valuable assistance they rendered during the day in preparing for such a big function.

H. S.

ALBERT STANLEY INSTITUTE. A Week's Entertainments.

No fewer than 1,500 children were entertained at the Christmas parties held at the Institute. To deal adequately with this juvenile army, the parties were spread over a whole week, and different nights were allocated to the various departments. The little guests were the children of members of the staff of the District Railway and of the Power House Section, and they ranged from tiny tots of three years to strapping boys and girls of fourteen, the latter age being the "upwards" limit. The cost of the entertainments was provided out of the funds of the Institute.

The parties were arranged according to the annexed schedule:—

Monday: Children of the staff of the Chief Engineer's Department (Power House Section).

Tuesday: Children of the staff of the Operating Manager's Department.

Wednesday: Children of the staff of the Chief Engineer's Department (Signal Engineer's and Civil Engineer's Sections).

Thursday: Children of the staff of the Chief Engineer's Department (Mechanical Engineer's Section).

Friday and Saturday: Children of the staff of the Chief Engineer's and Operating Manager's Departments.

On each night the party concluded with each child being presented with an appropriate gift (mechanical toy, doll, etc.), sweets, and a balloon.

As before, a detailed account of the Parties is furnished by Uncle George.

Amongst those present it was pleasing to observe the following: Messrs. E. T. Brook, Arthur R. Cooper and Evan Evans, Mr. and Mrs. W. S. Every, Mr. W. S. Graff-Baker, Mr. and Mrs. Graham, Mr. and Mrs. E. Jeffs, Mr. and Mrs. P. V. McMahon, and Messrs. R. H. Pitts and C. E. Stanier.

Members of the Institute Committee, their wives and friends, and the Steward and Stewardess (Mr. and Mrs. J. Haddock) were responsible for making the necessary arrangements for these entertainments, and for bringing them to a successful issue.

Photographs were taken on each night, and a complete set is exhibited on the Notice Board at the Institute. The price of copies is 1s. each. Members desiring copies should leave their names, and the requisite cash, with the Steward, and the photographs will be forwarded in due course.

GERALD YORKE,

Hon. General Secretary,
Albert Stanley Institute.



A Jolly Juvenile Audience at the Albert Stanley Institute.

Uncle George Tells Us All About It.

DEAR EVERYBODY,—Here we are again, like Joey in the pantomime, and we've found a little motto for 1926. This is it: *Experientia docet!*—and it does. That, as you all know, is Esperanto for "Experience teaches," and as a result of past experience the Children's Entertainments at the Albert Stanley Institute this year were the best ever.

EVERY PICTURE TELLS A STORY (A TRUE ONE).

Last year we told you what a good time we had. This year we'll just refer you to the pictures (and pictures speak louder than words), and you will say "They look as if they enjoyed themselves." We did!

There were 1,500 of us spread over six nights, from January 4th to 9th, and each night 250 boys and girls were entertained, fed (leave out "up" please, Mr. Printer), and presented with gifts by all the good people who believe in trying to make the world a brighter place for kiddies like us (will they please accept our thanks?).

WALKING HOME.

The Stew'd and Stew'dess, Mr. and Mrs. Haddock, and also their son, were with us once again, and we thank them very much for all that they did. We must say we're dreadfully sorry to hear that on the last night they had to walk home. They didn't care really. No! Mr. Haddock says he wouldn't have minded *cravelling* home so long as we enjoyed ourselves. We know he's very pleased we drank the tea he made (hundreds of gallons of it), and ate the sandwiches (750 each night), and devoured the cakes (500 different kinds nightly). Oh, what a spread!!!

THE CHAIRMEN.

Yes, people, the eats were galumphish! But we shouldn't have appreciated them as much as we did if we couldn't have sat down on chairs at the well-laden tables. This is where we're going to say a special "thank you very much" to Messrs. Allen, Beldam and Sizer, who worked very hard each day helping to get things ready.

NO DAMAGE.

Now we're going to give ourselves, and all the helpers, a pat on the back, for although 750 pieces of crockery were handled several times each night, there were only one or two breakages. Wasn't that splendid?

JOLLY GAMES.

After tea we had the games "Oranges and Lemons," "Poor Jenny," "Nuts and May," "Musical Chairs," "Ring o' Roses," and heaps more. You ought to have seen one of the Committeemen, Mr. Skinner, in the games! They say he's frightfully good in the ring—you should have seen him in the "Ring o' Roses"!

THE SILENT WATCHER.

Mr. Holmes, who, as we told you last year, is "The Man Behind the Scenes," sat just where he did last year, and said we did everything very nicely, and looked ever so pretty in our paper hats. We were pleased to see him with us once again, and we know he felt quite bubbly inside because we were having a good time.

MIRTH AND MUSIC.

Then we had the Concert, and all the artistes and everybody were tip-top. There was the Craven Orchestra—they played all the latest jingly tunes that we could dance and sing to. Mr. Vinecombe's Glee Party of boys and girls repeated their successes of last year. Mr. Ted Fewings sang that he was "An Airman" and "A Guinea Pig," and he also sang about his Pom. He was such a "bad lad" that we simply couldn't resist joining in and demanding encores. Mr. Eagle, with a dulcimer, also played tunes which we knew, and we sang them all ever so lustily.

THE MAGICAL MIMIC.

Then there was somebody they called Mr. Will Carter, but we think he was a Magician or something like that, because he could imitate noises like a train, sawing wood, as well as the "voices" of all sorts of animals. He could make a noise like a policeman, and whistle just like a bird. You ought to have heard him when he was a skylark! You could shut your eyes and see the sun shining on the cornfields, full of red poppies and blue cornflowers. We 'specs he eats a lot of eggs to be able to do that! He *was* good; really he was!

MONKEY TRICKS.

And, oh, there was a Monkey! A lot of us thought he was real at first—until we found out it was Mr. Leak. He is on the Committee. He worked very hard, and we are sure he didn't feel the cold. All we've got to say is that if ever he goes to the Zoo and amuses the monkeys there, the same as he amused us, they'll be delighted to see him and won't let him come away. Perhaps he'd better not go!

FATHER CHRISTMAS COMES AGAIN.

Then, we mustn't forget Father Christmas. Of course he was Mr. Pavitt, the Chairman of the Institute Committee, and we want all the Committeemen to receive through him lots of love and kisses for all they did, especially the Entertainment Committee. Nobody knows how they've organised Dances and Whist Drives all through the year in order that we should be able to have a ripping time. And we did, too—one or two frocks did get a bit teared (I know that!).

THANK YOU!

So, here's to Mr. H. G. Jeffs, the Chairman of the Entertainment Sub-Committee, and Mr. Gibbs, who also played the piano, and must be congratulated on the way he is carrying on Mr. Leader's duties as Entertainment Secretary, and to every Committeeman, for the way they worked.

Then we mustn't forget the people who were there (some of them with ladies), and everybody said "They're the Officers of the Company." Well, none of them was in uniform, but they all dressed up in fancy caps, mostly Scotch, the same as we did, and joined in with the fun. We think it was awfully decent of them to come along and be children just like us for an hour or two, especially as they have heaps and heaps of things to do with their time. Amongst them we noticed Mr. P. V. McMahon, who looks after Lots Road; he came last year and must have liked us, for he brought Mrs. McMahon along this time, so that proves it.

GIFTS FROM THE LADIES.

On Wednesday night Mrs. Every, one of the ladies who came along, presented all sorts of gifts to us, such as mechanical toys, dulcimers, dolls, bricks, and lots of other nice things; and on Thursday Mrs. Jeffs performed the same pleasant duty, and Father Christmas did it on the other nights. On Friday, we had a special visitor, Mr. Evan Evans, who used to be Chairman of the Institute Committee years ago. It was while he was Chairman that the idea of our parties was first suggested by Mr. Holmes, and Mr. Evans feels that is a great honour. Anyhow, we were pleased to have him with us, to see how the idea has turned out.

A FINAL WORD OF THANKS.

We have now taken up all our space—but we could go on for a long time—and it only just remains for us once again to thank EVERYBODY ever so much for all they did, especially the lady helpers, who were mostly the Committeemen's wives and daughters. They are the sort of wives to have, and we wish we could mention them all by name. However, we can say "Hip! hip! hooray! for all the ladies who helped!"

We simply must end up by reminding everyone that Mr. Gerald Yorke, the Hon. Gen. Secretary of the Institute, and Mr. W. Lambie (Uncle Bill) also worked extremely hard to make everything a success, and we know that they're pleased to know that we're pleased—and we are!!!

Uncle Bill says if anyone likes to send him cheques for next year's parties, there might be 2,000 children there instead of 1,500.

Oh, what a week! Let's be a dormouse until next year!

Au revoir.

On behalf of the children.

UNCLE GEORGE.



Another jolly juvenile audience at the Albert Stanley Institute.



"LOOK THIS WAY, PLEASE!"
A snap during tea at the Albert Stanley Institute.

SOCIAL AND SPORTING NEWS.

We feel sure that the members of the various sporting associations will, like the good sports they are, pardon a reduction of the space allotted in this issue to their activities. It were but right that prominence should be given to the Christmas Entertainments that form such a commendable feature of the social activities of the T.O.T. staff. And, if it come to it, we would sooner have a few harsh words from our general readers than reproaches from the kiddies and those who have worked so hard and well to give them a happy time.—Editor.

"GENERAL."

L.G.O.C.S.A.

AN APPEAL

There is still room for more Members. By joining this Association, you are becoming a Member of an Association which offers a wider range of sports for the subscription of 2d. per week than any other association or club can do. Remember, it is governed by your representatives only, and endeavour is made to cater for ALL branches of Sport!

To become a member, simply fill up the authorised form, which can be obtained from the Garage Secretary, and forward same to me. The result will surprise you.

Notes from the Report for 1925, and the Balance Sheet and Revenue Account will be published in the March issue of the Staff Magazine.

L. FINDLATER,
Hon. Gen. Secretary.

P.S.—Remember the 'Busmen's Championships at the National Sporting Club, on Friday, February 26th. As accommodation is limited, book your seats in good time.

ANGLING.

Owing to the illness of Mr. J. Lane, the Hon. Secretary, reports of this section's activities have had to be held over till now. Mr. Lane has, reluctantly, had to resign. I feel sure that all readers will wish him a speedy return to health.

THE SECTION'S CHALLENGE SHIELD COMPETITION.

Many thanks are due to the S.A. for their generosity in supplying the section with such a splendid trophy and medals for annual competition.

At Windsor, on October 3rd, the trophy was fished off for the first time, on a day that was more spring-like than autumnal—a glorious day, may we have many more!

Considering that Wembley's closing day debarred many of our members from turning up, the fact that 19 garages sent 63 representatives shows what a wonderful attraction "going a-angling" is, especially when Garage honour is at stake.

As Father Thames was in a floody mood, big takes were not looked for, in fact sport was bad; but every man stuck it and fished hard till "whistle blow."

The result was as follows:—1, Mr. Vaughan (Twickenham), 6½ oz.; 2, Mr. Scanlon (Forest Gate), 6 oz.; 3, Mr. Underwood (Hackney), 5 oz. 12 dr.; 4, Mr. Theobald (Middle Row), 4½ oz.; 5, Mr. Bohee (Camberwell), 3 oz. 9 dr.; 6, Mr. S. Turner (Middle Row), 3 oz. 4 dr.; 7, Mr. Ife (Hendon), 2½ oz.; 8, Mr. Blake (Forest Gate), 2½ oz. Mr. F. H. Argent, of the L.A.A., was the referee, and our thanks are tendered to him and his stewards for their efficient handling of the competition.

PRIZE OUTING.

The third Prize Outing was held at Marlow, from October 24th to 31st, but owing to heavy flood yielded but little sport.

Result:—1, Mr. Theobald (Middle Row), 2 lb. 13½ oz.; 2, Mr. Bootle (Hendon), 13½ oz.; 3, Mr. Jarvis (Leyton), 12½ oz.; 4, Mr. Carley (Cricklewood), 12½ oz.; 5, Mr. Scanlon (Forest Gate), 11½ oz.

The fourth Prize Outing will be held at Marlow, February 6th to 13th. Report in next issue.

F. S. MARTIN, Hon. Secretary (*pro tem.*).

ROWING (LEA BRANCH).

This being the off season, very little is being done at present. Tottenham crew, the winners of the Lea Branch Garage Cup, are in training for their proposed row against the Thames Branch winners, which will, I hope, take place shortly.

GENERAL MEETING.

I propose calling the Annual General Meeting for the selection of officers for 1926, for 7 p.m., February 25th, when I hope to see new garages represented; also a good number of those who have promised to join this section of the Sports Association. The meeting will be held at Radley's Boathouse, Lea Bridge.

Now that we have our own oars for racing, we are hoping to do better in the open events. Although during the past seasons we won no trophies, the Lea Branch crews were always looked upon as likely winners, and always gave their opponents a good race.

GOOD SPORT—NO EXPENSE.

For the benefit of those that don't know, I should like to point out that the cost to them for the use of the boats is nil, the expense being borne by the Association.

Healthy recreation and fitness can be had in this branch of sport, at very little expense or trouble. We have a dressing room of our own, with a shower bath attached, so that there is every convenience for training.

F. S. JONES, Hon. Secretary.

GARAGE NOTES.

TALENT IN THE SOUTH-EAST.

A CAMBERWELL CAUSERIE.

This is the first occasion on which we have recorded our activities in "T.O.T.," and our contribution has been inspired by the popularity of the bright little magazine at our garage, which has encouraged us to burst forth into print. [This is very nice of you, Camberwell. It is quite a novel experience for US to receive a word of encouragement. We must hear from you again.—Editor.]

A splendid hard-working Committee has succeeded in discovering the hidden talent at the garage, with the result that we have participated in all the sports that are now so ably organised by the L.G.O.C.S.A.

"IF AT FIRST YOU DON'T SUCCEED . . ."

At football our team has been unfortunate in the way of accidents, and at present we are at a standstill so far as this sport is concerned. Those players who have escaped injury, however, have taken up boxing with such zest that a team of eight has been entered for the 4th annual 'Busmen's Championships. Moral: If you can't get there one way, try another.

Ably captained by Mr. Dukelow (holder of the 10 st. 7 lb. championship), the team is in strict training, and we shall see some of the members in the finals! They will take a good crowd of supporters along with them, by the way.

THE SOCIAL SIDE.

On the social side our chief features are whist drives and dances. Two drives are run weekly, and they are very popular, a good bumper crowd always attending. The third dance of the season has recently been held. It was well patronised and was greatly enjoyed by all.

BILLIARDS.

Here we have a good team which is well in the running for the Championship. Thanks to the presence of a really good cueist, in the person of Driver L. J. Lee, billiards are very popular. We confidently expect Driver Lee to win the L.G.O.C. Championship.

A return match with the Camberwell Police resulted in a win for us by 80. The match was played in relays, a 1,000 up by teams of five a side. Driver Sam Authers opened for the garage, and playing 200 up, he put us ahead by 37. It was arranged that Driver Lee should play the last 400. When he went to the table we were 50 to the bad. The star player of the Police—twice a semi-finalist in the Police Championships—was his opponent. We settled back in our chairs, sat tight—and quiet—and prepared to see something entertaining. We were not disappointed. Lee obliged with a 51 and several 40's. His opponent played steadily, and scored consistently, but, thanks to Lee, Camberwell Garage ran out winners by 80!

Lee's opponent was Sergeant Mullins, which gives one cause to think that the Mullins family must be born cueists, for there are, to my knowledge, at least two good players of this name on the L.G.O.C. I am taking 99 in the 100 off the Sergeant right away!

We hope to resume an account of Camberwell activities in the near future. [We hope so, too.—Editor.] A little bit of publicity is a good tonic for giving encouragement to the unknown talent at Camberwell.

S. RANSOM, Hon. Secretary,
Camberwell Garage Sports Club.

HANWELL HOPES AND HAPPENINGS.

Owing to this garage having had only a small staff, things have been rather quiet here. Now that our numbers have been increased, however, and the outlook is more favourable, it is hoped that, with the hearty co-operation of all grades, the presence of Hanwell Garage in the L.G.O.C.S.A. will be felt. As it is, we hold a good position in the Football League, and we are now forming a Golf Section, of which something will be heard in the near future.

Entries have been sent in for the coming cricket season, in which we hope to meet with success.

Thanks must be given to the little band of enthusiasts who have kept our Club going through a very trying period.

W. H. MANCEY, Hon. Secretary,
Hanwell Garage Sports Club.

PUTNEY BRIDGE PARS.

BILLIARDS.

A team has been entered for the Relay Billiard Tournament.

FOOTBALL.

Although not quite up to the standard of last season, the Putney Bridge Garage team are having a fairly successful time, which will have been improved or otherwise before this note is in print, as a result of the match with Tottenham Garage in the third round of the L.G.O.C. Cup.

SHOOTING.

The Garage Rifle Club is fast becoming a very live proposition, and it is hoped before long that it will be in a position to challenge the supremacy of other teams.

L.G.O. OFFICIALS' CLUB.

(SECTION C.)

Annual Dinner.

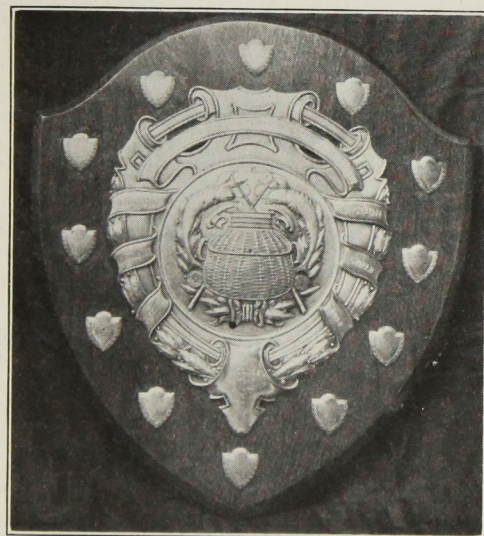
The third annual dinner, held at the Crown Hotel, Cricklewood, on December 19th last, was attended by the largest gathering that has yet been present at any dinner of the C Section. Many of the members were accompanied by their wives. The chair was taken by Mr. P. Alexander (Divisional Superintendent), and among others present were Messrs. T. Foster, Byrnes, Chouffot and Powell (District Superintendents). After the toast of "His Majesty the King," Mr. Alexander gave a most telling speech on social intercourse. He said it was an honour to belong to such a body, and hoped to be present at the Children's Tea and Entertainment, which had been such a success in past years.

A MUSICAL PROGRAMME.

A splendid Concert had been arranged by Mr. G. Williams, the following artistes appearing:—Fred Wilmott (vocalist), Harry Holmes (versatile), Fred Temple (comedian), Jack Gamlin (Welsh baritone), Hilda Lee (soprano) and Lilian York (soprano).

On behalf of the Club, the Chairman expressed thanks to the artistes, and heartily congratulated the organising committee—Messrs. Ottley, Williams, Jull, Longley and Heath—for the fine way the arrangements had been carried out. A memorable evening terminated with the singing of the National Anthem.

H. W. J.



The L.G.O.C.S.A. Angling Shield.

A. O. C. A.

GENERAL MEETING.

A General Meeting will be called on or about Monday, February 15th. Members will receive a notice giving full particulars, and it is hoped that every member will do his best to be present.

A GREAT YEAR AND A BETTER ONE TO COME.

The recent year has been the most successful one since the formation of the Association, and we trust that 1926 will be even more successful than 1925. The Committee are out to do big things for the benefit of the Association, but it means that every member must put his shoulder to the wheel. We are now established on a good sound footing, and with team work and enthusiasm we shall reach our aim and the true meaning of comradeship.

A.O.C.A. Badges can now be obtained from the undersigned at 1s. 9d. each.

H. SAUNDERS, Hon. Secretary.

L.G.O.C. RIFLE CLUB.

A NARROW WIN.

In our fifth match in the London County League we managed to secure two points, the first this season, the scores being L.G.O.C. 685, Eltham 682.

L.G.O.C.:—G. Rankin 100, C. Townsend 99, J. Parsons 99, A. Wright 98, E. Edwards 97, W. Wallington 96, P. Dodman 96.

THE LEAGUE TABLE (TO DECEMBER).

Club.	S.	W.	D.	L.	P.	Aggregate
1 Marylebone	4	4	0	0	8	2749
2 Eltham	4	2	2	0	6	2748
3 Stoke Newington	4	2	1	1	5	2737
4 War Office	4	2	1	1	5	2712
5 City of London Volunteers	4	2	0	2	4	2733
6 Talbot "A"	4	1	1	2	3	2730
7 Wimbledon Park "B"	4	0	1	3	1	2444
8 L.G.O.C.	4	0	0	4	0	2691

KEEN SHOOTING.

The most successful competition since the old Milman's Street days in 1916 was run during the last three months of 1925. Over 160 competitors fired and very keen shooting took place. The novices did exceptionally well.

The scores will be published in the March issue.

1926.

The 1926 Competition programme will run from January 25th until June 19th. For details see Range Notice Boards, or copy can be obtained from the undersigned at Chiswick Works.

W. DREW, Hon. Secretary.

TOY DOGS.

A Cup Won Outright by a "General" Pom.

At the recent show held by the Victoria Park Toy Dog Society, Mrs. Hale, wife of Driver Hale, of Seven Kings Garage, had the distinction of winning outright the Marvel's Perfection Cup for the best black Pom. This cup was presented by Mr. Charlie Burton, the well-known Forest Gate "Pomist," and to become the property of an exhibitor it had to be won three times by two different dogs.

THE TWO PRIZEWINNERS.

The dogs that secured this trophy for Mrs. Hale were respectively, Esmeralda and Prince Marvel, the latter being the first winner. Esmeralda is a full sister of Blanchette, which caused such a sensation in the doggy world in 1922, and will be remembered by those who visited the L.G.O.C. shows. Prince Marvel, which was Reserve to Knut's Scout, the gold medallist, subsequently won many first prizes, awarded by leading judges. His latest successes are a First, two Cups and two Specials in the Victoria Park show; and a First and four Seconds awarded by Mr. Alcock at Woolwich.

OTHER SUCCESSES.

With the exception of Prince Marvel, Mrs. Hale has bred all her winning dogs, which include Blanchette, Esmeralda, Lady Violette (best bitch puppy in all breeds show, and the Spratts £100 diploma, Southend Show), and the eight-

months' puppy Wee Georgette, which obtained a First at Cruft's in 1925, when exhibited for the first time. At a People's Palace Show Mrs. Hale exhibited a winning litter of blacks by Prince Marvel.

"GENERAL" BRED.

The sire of Esmeralda is Marvel's Imp, owned by Driver Dabbs, of Seven Kings Garage; whilst the sire of Prince Marvel bore the name that became the title of the cup—Marvel's Perfection. The winning of this cup outright by Mrs. Hale is thus, to a great extent, a busmen's success.

WHY NOT ANOTHER L.G.O.C. SHOW?

Mrs. Hale, however, is by no means the only breeder and exhibitor of pedigree dogs connected with the L.G.O.C. Another show held by the L.G.O.C. Horticultural and Fanciers' Society, and with classes open to all members of the T.O.T. Companies, would be assured of success. It was through the Busmen's Show that Mr. Cruft put on three classes at his great show. This feature will hold good in 1926, and those who intend exhibiting should lose no time in writing to Cruft's for a schedule. Mr. P. Gilbert, the secretary of the Victoria Park Toy Dog Society (his address is 7, Gascoyne Road, Hackney, E.9), would be pleased to hear from T.O.T. breeders, and those who get into touch with him will hear of something to their advantage.

A. W. H.

CHISWICK "GENERAL" SPORTS ASSOCIATION.

BOXING.

The re-opening of this Section took place on January 8th, and practice nights will be held in future every Tuesday and Thursday. Considerable enthusiasm is being shown and some very promising talent has been unearthed. An instructor has been engaged and entries for various contests have been made.

T. BATCHELER, Hon. Secretary.

FOOTBALL.

Our first team took their exit from the West London Hospital Charity Cup on January 2nd, at the hands, or, rather, feet, of Askew Wesleyans. Thus, no pots will find their way to Chiswick this year, as we had previously bidden farewell to the other cup competition.

"A" Team have had rather a lean time lately in the Chiswick League, and must certainly improve to make any show at all by time the season closes. In the March issue we hope to give all particulars re our Works Departmental Knock-out Competition.

C. E. RHODES, Hon. Secretary.

MOTOR-CYCLE AND LIGHT CAR CLUB.

ANNUAL DINNER A GREAT SUCCESS.

The first Annual Dinner took place on Saturday, January 9th, at the Clarendon Restaurant, Hammersmith, when 94 members and friends enjoyed a splendid time. After the loyal toast, the Chairman, Mr. A. Jones, said that the password for the evening was "Jollity," which was certainly acted upon throughout the evening. Mr. P. Lunghi, proposing "The Club," said that he had attended several of the club's events, and that if a member were present once he certainly came again. The Committee worked to make everyone enjoy themselves. In replying, the Hon. Secretary said that the club had had a very successful first year. Seven Reliability and Time Trials had been run, and there had been eight Social Runs, which were enjoyed by almost every member. On two occasions over 90 per cent. of the total membership of the club (78) attended. The social side evidently appealed more than trials. Several of our trials riders had obtained awards in inter-club events. He hoped that our next season would be even more successful than the first. The weather had been our greatest difficulty.

"THE VISITORS."

Mr. S. Mould proposed the health of the visitors. Responding to the toast, Mr. G. H. Bailey congratulated the Chairman and Committee on the excellent result of the club's first Annual Dinner, the number of members present testifying to the healthy state of its membership, although the club was still in its infancy. This good state of affairs would be maintained only by hard work on the part of members. On behalf of the visitors he thanked them most heartily for the splendid hospitality extended to them, and also for the privilege of being allowed to attend what was to all intents and purposes its first birthday.



AN INTERLUDE AT THE FIRST ANNUAL DINNER OF THE MOTOR-CYCLE AND LIGHT CAR SECTION OF THE C.G.S.A.

"THE LADIES."

Mr. C. F. Gifford proposed "The Ladies," whose presence on such occasions was, he observed, almost a necessity, as such social functions were incomplete without them. In reply, Mrs. Jones thanked the club for the way the ladies were looked after on all occasions, this dinner being but one of the many instances that attested the courtesy of the club in this connection. Dancing followed until midnight.

The Committee are endeavouring to arrange a Supper Dance in the near future.

F. E. G. BAILEY, Hon. Secretary.

H. E. COLLEY, General Secretary,
Chiswick "General" Sports Association.

RAILWAYS

THE UNDERGROUND QUOIT CHAMPIONSHIP.

The annexed letter is from the correspondent whose first communication, suggesting that the STAFF MAGAZINE should put up a trophy for an Underground Quoit Championship, was dealt with in our December number.

To the Editor, "THE T.O.T. STAFF MAGAZINE."

SIR,—I have read recent issues of the STAFF MAGAZINE with much pleasure, as at last it would seem that a proper interest has been aroused in the ancient game of Quoits. In the December number you, Sir, with a very sporting spirit, offered us a Championship Cup, and I take this opportunity of thanking you. The letter from "A Follower of Quoits," in the January issue, is welcomed, and I should like to make the following reply to the writer.

In the first place, I must state definitely that Mr. A. Turner is not the Underground Champion, as that title is held by Mr. W. Tiney, of the D.R.A.A., and will continue to be held by him until he is beaten or retires from the game undefeated, which, in my opinion, he will do.

The winning of one championship does not entitle the victor to regard himself as the holder of another championship; for instance, the 18 yards Champion is not the Champion of London.

As regards the remark made by "A Follower of Quoits" with respect to the D.R.A.A. entering their members for the London Championship, I should like to point out that the D.R.A.A. does not pay entrance fees for members entering for individual trophies connected with the English Quoit Association.

All Mr. Turner's medals and trophies have been won by him under the flag of the G.E. Mechanics, for the L.N.E.R., so that, apart from his not being our champion, Mr. Turner has not even thrown in his lot with the Underground quoitists.

In conclusion, Sir, suggestions have been circulated that Mr. W. Tiney prompted me to send my first letter to the STAFF MAGAZINE. Such was not the case, and Mr. Tiney himself was surprised, and, at first, somewhat annoyed, to see it in print. Mr. Tiney, a good player himself, has admiration for other good players, and he would be the first to shake the hand of Mr. Turner were they to meet.

QUOIT PLAYER.

"We would like to suggest that this little controversy now be allowed to simmer down, and that the Underground Quoit Championship be decided on the quaiting green, where, we are sure, both East and West will strive to be the first to congratulate the winner.—Editor."

LONDON No. 5 BRANCH (SUPERVISORS) N.U.R.

Annual Dinner.

The Annual Dinner held at Anderton's Hotel, January 16th, was a great success, the more so on account of ladies being invited, for the first time.

Mr. and Mrs. Thornton were, unfortunately, unable to attend and their unavoidable absence was regretted by all. Mr. and Mrs. Marchbanks, of the N.U.R.; Mr. and Mrs. J. Coole, and Mr. and Mrs. Hodge were the visitors for the evening; whilst amongst the guests we noticed some friends of the A.S.L.E. & F. and the R.C.A.

The guests were received by Mr. and Mrs. Marchbanks. After dinner we were entertained for a short while, and then the chairman, Mr. E. Lyley, proposed the toast of "London No. 5 and its Visitors." In a short speech he spoke of the growth of the branch, and hoped the time was not far distant when we should all meet as one Union. He observed that the Underground men were proud of the fact that they had the largest Supervisors' Branch in the N.U.R. Mr. Marchbanks followed. He thanked the Branch for inviting him again, the more so as ladies were able to come. Mr. Hodge also spoke, and short speeches were made by Mr. Blake and Mr. Bunting, of the A.S.L.E. & F., the latter saying how pleased he was to endorse what the chairman had said. Mr. King then proposed "The Ladies," and Mrs. Kibblewhite, the wife of our worthy Branch Secretary, replied. The rest of the evening was spent with song and music.

At 11.15 p.m. all present voted that they had had a good time. Our best thanks are due to those who entertained us, and to Mr. Kibblewhite, whose hard work did so much to promote the success of the evening. J. ELLIS.

TUBERS ON THE TUBES.

What the Underground Horticultural Society does for Members.

"Back to the land" is an exhortation often heard but seldom heeded. Something more than a partial response to the call can certainly be made, however, by one being a member of the Underground Railways Employees' Horticultural Society. There is something peculiarly fascinating in a practical study of Nature's works as regards the propagation of vegetables and flowers. The production from earth, hitherto barren, of things edible or decorative, should be of interest to, and within the reach of, everyone. Momentary pains in the back consequent upon a more than usually brisk battle with the soil are quickly forgotten in the pride of production. Health and economy go hand in hand with the owner of a garden, whilst interest is further stimulated by participating in one or more events at the Annual Show.

GOOD SEED AT CHEAP PRICES.

Owing mainly to an enterprising Committee, the Underground Horticultural Society will have no less than 11 tons of seed potatoes to retail, at exceedingly advantageous rates, to its members. The seed potatoes have been carefully selected and emanate from one of the most noted Scottish vegetable producing areas, namely, Montrose.

The storing of potatoes and their distribution to the Society's members are no light tasks, and impose a great amount of labour upon the Committee. The potatoes are supplied by the peck. The stock purchased amounts to 1,760 pecks, and will represent a similar number of weighing and packing operations. Further, by judicious buying, the stock has been obtained for nearly 50 per cent. cheaper than last year, and the Society's members will, of course, benefit accordingly. The average yield of a pound of seed potatoes ranges from 30 to 40 pounds—a profitable investment.

It would be advisable to point out that as stable manure is difficult to obtain, a satisfactory substitute can be found in dead soot. This should be sprinkled along the rows, when planting, and a small quantity used as well when earthing up. At the present time lime should be sprinkled on the ground. This can be obtained from the Society at the cost price of 1s. 6d. per bushel, one bushel being needed for every 5 roods of ground.

It must not be thought that potatoes form the only item of the Society's activities. Small seeds of all kinds are purchased wholesale by the Committee and distributed to members in ½ oz., ¼ oz. and 1 oz. packets at prices 75 per cent. less than if obtained in the ordinary manner. Some 30,000 spring cabbage plants are bought each year and retailed to members, who effect a saving of at least 50 per cent. Three cwt. of shallots are disposed of each season, and these would appear to be a sound investment, inasmuch as each bulb reproduces anything from 8 to 15 others.

Space forbids the giving of further details of the Society's activities. Sufficient has already been written to convey the many advantages offered by the Society, and Underground employees possessing or contemplating the cultivation of a garden or allotment should, it is suggested, lose no time in becoming members.

BEE-KEEPING.

As an example of the Society's progressiveness, a Bee Keeping Section is in course of formation, and through the good offices of its newly elected President, Mr. J. P. Thomas, a lecture on this interesting and remunerative subject has been given by an expert at the Albert Stanley Institute.

The Hon. Secretary, Mr. G. Jenner, Ealing Broadway Station, District Railway, will be pleased to answer any enquiries concerning the Society.

ANNUAL DINNER.

The fifth annual dinner and concert of the Society took place at the Bell Hotel, Ealing, on January 16th. Once again this function proved a big success, over 70 members and their wives attending. Mr. J. P. Thomas presided, supported by Mr. Murray Griffith, and a most enjoyable evening was spent by all.

Mr. Thomas's new year's slogan for the members was: "Grow more Greens."

Great credit is due to Mr. Exall for the excellent concert programme he provided, highly appreciated renderings being given by Miss Elsie Rose and Messrs. G. Clarke, Weaver, Flegg and Baines.

G. JENNER, Hon. Gen. Secretary.

LOTS ROAD.

FOOTBALL.

The Power Athletic Football Club is, I am pleased to say, like Johnnie Walker—still going strong. Only one reverse has been met with, and as that was on Boxing Day it may be possibly attributed to their doing themselves a little too well on Christmas Day. Only seven of the team turned out, and they lost the game by 6-4, so it speaks for itself. A full team would surely have gained an easy victory. It seems a pity two valuable points have been lost. It may mean the loss of the League championship, although they still hold the top position. The team have won their way into the Semi-Final of the League Cup, by beating, on January 9th, Sandale Football Club by 5-0. I should like to state that Sandale had not previously been beaten this season. The Power boys set about them, took the wind out of their sails, and sent them home very downhearted.

The honorary secretary, Mr. C. Shepherd, informs me that, owing to so many engagements coming on the same date, they have had to forfeit their points in the Railway Convalescent Cup and the Manor House Hospital Cup after reaching the second round, a stroke of bad luck, as they should have reached the final in both cases.

CRICKET.

There are a few vacancies in the Power House Cricket Club (Saturday team). Particulars may be obtained from the honorary secretary, Mr. A. F. Scribens, at Lots Road. Applicants must be members of the D.R.A.A. (all sections). In connection with this club there is a Stop Watch Competition. Be on time!!

CHILDREN'S PARTY AT THE ALBERT STANLEY INSTITUTE.

Although the matter is fully reported on another page, the Lots Road Section of the magazine would not seem complete without some reference to the Children's Party organised by the Committee of the Albert Stanley Institute.

Monday evening, January 4th, was the night set aside for the children of the Power House employees, and right well did the kiddies enjoy themselves. The many expressions of appreciation on the part of all grades and the presence of Mr. and Mrs. MacMahon and Mr. J. H. Millen must be very encouraging to the organisers.

RETIREMENT OF MR. HARRY BASHFORD. TWENTY-THREE YEARS AT THE POWER HOUSE



In the November issue reference was made to the retirement of Mr. Beckwith, after twenty-three years at Lots Road. Another old comrade has now left us, in the person of Mr. Harry Bashford, who, like Mr. Beckwith, came to Lots Road when the power house was under construction. Mr. Bashford had been with us for twenty-three and a half years. After a short period of service on construction work at Lots Road he was transferred to the temporary power house at Alperton, and subsequently returned to Lots Road. During his long service as a crane slinger Mr. Bashford experienced several exciting incidents.

A gathering representative of the Engine Room Staff bade Mr. Bashford farewell on December 31st. Mr. C. L. Philipps presided, and made a presentation to Mr. Bashford of a case of pipes, a tobacco pouch, and some tobacco, accompanied by a framed list of the names of those who had subscribed to this memento of Mr. Bashford's services and expression of the esteem in which he was held by his old comrades. He carries with him the best wishes of the Power House staff.

MR. JOHN RILEY.

ANOTHER LOTS ROAD MAN WITH
TWENTY-THREE YEARS SERVICE.

Another interesting retirement is that of Mr. John Riley. He, too, was engaged on the construction of the Power House, being employed as a bricklayer in the early stages of the building of the foundations and the wall of the dock. In 1902 Mr. Riley was taken over by the U.E.R. Co. as First Bricklayer, and during his long period of service he assisted in carrying out all the high-tension brick and stone work, and in building furnaces and boiler settings.

Mr. Riley was a most conscientious and reliable worker, and he had the remarkable record of never having been late or absent on a single occasion during the whole of his twenty-three years' service.

The occasion of Mr. Riley's retirement was marked by a presentation in the form of an easy chair and a framed list of his workmates, as a token of the respect in which he was held at Lots Road.

H. E. COULSON, Correspondent.

M. E. T.

THE METROPOLITAN ELECTRIC TRAMWAYS
ATHLETIC, SOCIAL AND BENEVOLENT CLUB.

GENERAL NEWS.

At the January meeting of the Benevolent and Managing Committee the following amounts were granted to the Branches named to assist necessitous cases—Wood Green, £13 10s.; Edmonton, £12; Finchley, nil; Stonebridge, £7 10s.; Shops, £5; Hendon, nil; Manor House, nil; total, £38.

Contacts with infectious disease were reimbursed pay lost to the extent of 58 hours.

The following aid letters were obtained for members or their dependents:—Dental, 5; surgical, 4; general, 3; in patients, 3.

DEATH LEVIES.

Two levies have been made and the total proceeds were paid over to the duly authorised representatives, in one case a member's widow, and in the other the member himself (wife deceased). The amounts were £45 5s. and £22 11s. 9d., respectively.

For the year ended December 31st, 1925, the levy figures are as follows:—Members deceased, 12, £535; members' wives deceased, 9, £200 3s.; free members deceased, 2, £89 6s. 6d.; free members' wives deceased, 1, £22 9s. 9d.

FREE MEMBERS.

There are now 18 free members of the Club, who have been given grants to a total of £90 during the year.

DISABLEMENT SCHEME.

At the time of writing two meetings, at Edmonton and Wood Green Depots respectively, have been held out of the eleven fixed.

Several questions have been asked and answers given; also good discussions have taken place and cleared the air.

Members are invited to ask any questions they please in this connection, and every endeavour is made to answer same.

It should be remembered that the Scheme is designed to benefit the majority of the Club members, although the interest of the minority has always been borne in mind.

"To do a great good, do a little wrong."

The main thing is to put the scheme into being; modifications or extensions can come along afterwards, if it is the wish of the members to have them.

At present "Get it going!"

Remember "A vote not used is a vote against." 75 per cent. of the Club Members must be in favour.

Now is the chance to take what you have been asking for these several years past! Don't let it slip—you may not get another chance!

Dame Fortune knocks only once herself. After that her daughter does the knocking.

BILLIARDS: INTER-DEPOT TOURNAMENT.

This has been arranged on similar lines to last year's, i.e., teams of five to play in relay 750 up.

The draw for the first round, to be played on February 18th, at 6.30 p.m., on the tables of the first-named, is as follows:—

A. Stonebridge Park	v.	Hendon.
B. Workshops	v.	Finchley.
C. Edmonton	v.	Wood Green.
D. Manor House.	Bye.	

Second round (March 4th, 6.30 p.m.):—

Winner of A	v.	Winner of B.
Manor House	v.	Winner of C.

The date and venue of the Final will be arranged at the March meeting of the Management Committee.

TOTTENHAM & DISTRICT AMATEUR BILLIARDS LEAGUE.

The Club placings to January 12th are as follows:—

	Points Scored	Possible Points
M.E.T. A.S. & B. Club	22	35
Tottenham Liberal and Radical Club	19	35
Tottenham War Service Institute (Holders)	18	35
Wood Green Ex-Servicemen's Club	11	35

The games have proved very keen, several having been decided by less than five points.

It will be seen that we have a small lead and our players are very keen on retaining this.

LIONEL H. FROOMS,
Hon. Gen. Secretary.

MANOR HOUSE BRANCH.

WHIST DRIVES DANCES, Etc

Two very successful events were the Whist Drive on December 18th, and the Fancy Dress Carnival Dance on January 1st. The latter was well attended, and there was a goodly number of fancy dresses. The fancy dress prizes were awarded to Miss E. Liddbury, as a Lamp-post; and the Secretary, Mr. G. R. Smith, carried off the gentleman's prize as Charley's Aunt. He was certainly kept running.

FENCING.

The Fencing Classes are still well attended, and interest is maintained. Some good contests are now taking place.

SUMMER PROGRAMME.

The Cricket section will shortly be considering its position for 1926, and any members who have not yet played for the staff are earnestly requested to rally round us and let me know if they can turn out this coming season.

It is proposed to organize Social events on the Sports Ground at Winchmore Hill on the evenings of our cricket matches this summer.

R. SMITH, Branch Secretary.

HENDON SHOPS BRANCH.

RIFLE RANGE.

Winner of Group Shoot, P. Cartwright; winners of Departmental Team Shoot, Bodymakers "A" team, beating the Wiremen's team by 20 points. Cases of spoons were presented to the successful marksmen. A mixed team shoot is being arranged, also a Tournament with the Traffic Section. More news about these items later.

INDOOR RECREATION.

The Billiard Tournament has been completed, the winner being F. Wheatley, who was successful over C. Bush by 19 points. A team is now being selected to play Traffic Section (Hendon). In the Inter-depot Tournament we have been drawn at home against Finchley on Thursday, February 18th, at 6.30 p.m., and, if successful, against Stonebridge or Hendon in the second round.

The Hendon Branches, i.e., Traffic and Workshops, have provided a Challenge Cup for annual competition between themselves for indoor games, as follows:—Billiards, 150 up; snooker, 25 up; rifle shooting, draughts, rings, cribbage and "shove ha'penny."

A. H. HEWSON, Branch Secretary.

L. U. T.

FULWELL DEPOT RECREATION CLUB
AND INSTITUTE.

Our Club has been very busy with the several indoor competitions now in progress at home and away. In the League games of the Thames Valley Clubs' Association we have thus far been very successful.

BILLIARD CHAMPIONSHIP.

During the first half of the season we scored 22 points out of a possible 25, and in the second half we obtained the full points (19) against St. Mary's, Richmond, and the Richmond Gas Co. For the Sandover Shield we are still leading, and are well in the running for the Whist Cup.

In the Murrin Billiard Inter-Depot Challenge Cup we met Hanwell on November 30th, and took 3 games out of 4, aggregating a score of 708 points to Hanwell's 681. We have also played Hounslow Depot at Hounslow, taking all 4 games, aggregating 800 to Hounslow's 551. The same evening we played them in the De Vallancey Indoor Games Challenge Cup competition, scoring 10 points to our opponents' 5, so that we have nothing to complain of. Our members had a most enjoyable evening at both Hanwell and Hounslow, and we hope to give their members as good a greeting and as pleasant an evening when they visit us.

Our Club Billiard Handicap was won by L. Laytham (rec. 10), who defeated G. Wheeler (rec. 35) by 4 points. There remains only the final to be played for the Billiard Championship; and in the Janet Pearson Cup we have arrived at the semi-final stage.

ENTERTAINMENT FOR DISABLED SOLDIERS.

On Thursday, December 10th, the Club had a splendid gathering to welcome and entertain 20 disabled soldiers from the Star and Garter Home. A motor-coach was despatched to the Home and returned with our guests at 6.30. Games were played, and tobacco, cigarettes, sandwiches, and light refreshments were freely given to our visitors. The indoor games were carried on until 8.15, when the musical programme commenced. A splendid Social was got through, and several of the visitors rendered good "turns." At 9.30 our guests were supposed to depart, but it was 10.20 when a crowd of about a hundred gave them a jolly good send-off in the motor-coach, from which the strains of "Show Me the Way to go Home" were coming with great gusto.

We afterwards received a very nice letter from the Colonel Commandant, thanking us, on behalf of the disabled men who attended, for the jolly evening they had spent at the Tramway Depot.

The Club members wound up the year at a New Year's Eve Dance, when over 200 attended, and saw the old year out and the new year in.

Our Whist Drives and fortnightly Dances are still well patronised and popular.

GREETINGS.

Fulwell men send New Year Greetings to all brother and sister members of the T.O.T., and wish them all a very happy, healthy and prosperous new year.

W. G. LAMB, Secretary.

THE LONDON UNITED TRAMWAYS ATHLETIC
ASSOCIATION.

CHILDREN'S CHRISTMAS ENTERTAINMENTS.

[NOTE.—This contribution was received too late for inclusion under the special Christmas Entertainments Section.]

Two excellent evenings were spent by the children of the L.U.T. staff on January 7th and 14th at Fulwell and Acton depots respectively, on the occasion of the annual Christmas Entertainments promoted by the Committee of the Association.

The party held at Fulwell was for the children of the employees on the Southern Lines and was attended by 300 youngsters, whilst at the Acton party 200 children of the men of the Northern Lines were entertained.

PUTTING THE DONKEY'S TAIL ON.

On each occasion the first item on the programme was the kiddies' tea, and the juvenile appetites were an eloquent tribute to the excellent catering carried out by the L.G.O.C. Catering Department. Tea over, and everyone happy and smiling, a

competition was held. Six boys and six girls were invited to replace the donkey's tail, which had fallen off in transit. The children were blindfolded, and their efforts were greeted with roars of laughter. One little girl thought the correct place for the tail was on the donkey's nose.

Mr. Hutson and his Elite Entertainers then held attention and for half-an-hour the kiddies were in fits of laughter.

FATHER CHRISTMAS PRESENTS THE PRESENTS.

The event of the evening was now due, and, amid much door banging and shouting, Father Christmas, in the person of the jovial Mr. Bob Smith, made his appearance. The first gifts to be distributed were termed "special," and comprised a beautiful fairy doll at Fulwell (presented by Mrs. Bob Smith), and an equally beautiful fairy doll at Acton (presented by Mrs. Oliver), besides wrist watches, etc. (presented by the men of Hanwell, Acton, and Chiswick depots) for the children at Fulwell, and two wrist watches (presented by Fulwell Depot) and two books (from Mrs. Shelton) for the kiddies at Acton. Father Christmas then distributed the remainder of the toys, one to each child, and judging by the faces of the kiddies it was "just what I wanted" each time. After the distribution of the last toy Father Christmas made his exit amid renewed shouting and banging and wishes that next Christmas would not be long coming.

THE MERRY MARIONETTES.

Mr. Hutson and his merry party then resumed and presented the Marionettes, who were funnier than ever. At 8.30 p.m. the curtain was lowered and "God Save the King" was sung. As the children left the hall they were each given a bun and an orange.

This concluded two most enjoyable evenings, and, on behalf of the children, the Committee wish to thank the ladies who so kindly assisted at the tea tables and all who helped to make the parties so successful.

GEO. E. CASTLE, Hon. Secretary.

UNDERGROUND ELECTRIC
RAILWAYS DINING CLUB, LTD.
A Benefit Whist Drive.

A very enjoyable and successful Whist Drive and Dance was held at the Club on December 9th last. It was organised by the colleagues of Miss K. Moase (until recently a member of the Pay Roll Section, L.G.O.C.), who had to resign owing to a prolonged and distressing illness.

The success of the evening was due to the generous and disinterested spirit displayed by all concerned, and resulted in the substantial sum of £23 4s. 3d. being realised. This amount was duly forwarded to Miss Moase, and was later acknowledged by her brother, Mr. H. Moase, in a letter conveying their warmest thanks to all who were instrumental in raising the amount.

Some enjoyable and much appreciated dance music was supplied for the second part of the evening's programme by the Redgrave Dance Band, who were very considerate in giving their services.

The organisers would like to take this opportunity of thanking all those who so kindly contributed towards making the evening such a success.

FRIAT LUX!

A correspondent (who signs with initials only, by the way) writes to inform us that the latest from Aberdeen is that a Scot has taken to frying his morning rasher in Lux, to prevent it from shrinking. We don't believe it—a rasher assertion could hardly be made. But the really latest libel from Aberdeen concerns young Donald, who put the Christmas pudding threepenny-bit into his mouth for safety—and swallowed it. Measures for the recovery of the coin having failed, young Donald was paid into the bank by his father!

Another correspondent wants to know why so many jokes should be made at the expense of the Scots. One reason is that most of the Scotch jokes are made by the Scots—and there's no expense in it

THE MARKET PLACE.

This column is intended for the announcements of T.O.T. employees only. Advertisements must not exceed 35 words, and the rates are 6d. for 25 words, 9d. for 35. Stamps for the requisite amount must accompany the advertisement; and, for office purposes, intending advertisers must state how, where, and by what Company they are employed. All communications should be sent to The Market Place, T.O.T. Staff Magazine, 55, Broadway.

Racing Cycle.—Lady's new, "Spur" Olympic saddle, free wheel, £5.—W. Jack Scranney, 13A, Peabody's Buildings, Lillie Road, Fulham, S.W. 6.

Pigeons and Camera Stand.—5 pure white Fantail Pigeons, 3s. each. Also a double-jointed tripod Camera Stand.—A. Thomerson, 13, Clayhall Road, Old Ford.

Tandem.—Chater-Lea, lady back, splendid condition, 26 in. wheels, Palmer tyres, Eadie coaster hub, Crabbe front brake, two lamps, carrier, etc., £9 or nearest offer.—E. Clarke, 8, Clapton Passage, Clapton.

Rooms Wanted.—Two or three, any district between Putney and Surbiton, by young couple, no children.—R. Chorley, 66, Somers Road, Walthamstow, E. 17.

Motor-cycle.—1924 O.H.V. O.E.C. Blackburne, 3 speed, clutch, kick start, steering damper, shock absorber, demonstration model, £27.—Truman, 103, Ilbert Street, Queen's Park.

Airedale Puppies.—Pedigree, by the well-known "St Anthony's Major," winner of many firsts, for sale cheap.—B. O., 44, Pretoria Road, Edmonton, N. 18.

THE T.O.T.OGRAPHICAL RIDDLER.

Riddle-me-re on the "L. G. O.,"
Study the Guide and see what you know;
Then think of a place on the Underground,
Put 'em together and pass 'em round!

What did Harrow Weald? The Abinger Hammer.

Why did Ruislip? Whetstone.

With what was Hampton Court? Hook.

What made Green Street Green? Staines.

What made Kensal Rise? Walthamstow.

What was it Barnet? Ham.

What did Kilburn? Willesden.

Why was Waltham Cross? Lonesome.

By whom was the Oxshott and by what? Bromley-by-Bow.

Who made Westhumble? Seven Kings.

What caused Ponder's End? Potter's Bar.

What did Edgware? Hatton.

Where did Smithfield? Oval.

What did Victoria Park? Old Ford.

Dog Kennel.—Three tier, 6 compartment, interior white enamel; steel bars and glass panelled, £6 10s. for quick sale.—Tandy, 3, Meeson Road, Stratford, E. 15.

Incubators.—Two, Gloucester, 150 egg size, 90 per cent. hatching, new condition, £5 10s. each. Also Three-Valve Set, less valves and batteries.—May, 23, Portland Road, Tottenham.

To Let.—Large front bedroom, furnished; suit two friends, separate beds, board if required.—May, as above.

Furniture.—Mahogany Wardrobe, glass door, with deep drawer; mahogany Chest of Drawers, 2 small and 3 large drawers; 5 ft. all brass Bedstead, box spring and mattress, 6 ft. x 2 ft. solid sideboard table. After 6 p.m.—W. C., 194, Holland Road (Basement), Kensington.

Bungalow to Let.—Leighbeck, Canvey Island, 5 minutes from sea front, very convenient.—Mrs. A. Tolladay, 45, Saxon Road, Ilford.

Dining Room Suite.—For sale, £6 10s. Also polished Wooden Cot and High Chair, cheap.—A. Taylor, 42B, Filmer Road, Fulham.

Eggs for Sitting.—Pure bred Rhode Island Reds and White Leghorns, 4s. 6d. First cross, Brown Leghorn and Sussex hens, 4s.—Gorton, 31, Belmont Road, Twickenham.

Bedroom.—To let furnished, for 1 or 2 single men. Terms moderate.—P. Sharman, 84, York Road, Battersea.

Piano.—For sale, rosewood, overstrung, iron frame, check action, made by Harold Bros., beautiful tone. Can be seen after 6 o'clock. Cash wanted. £40 or near offer.—Oakely, 4, Coniston Road, Northumberland Park, Tottenham, N. 17.

What was Leytonstone? The Boston Manor.
Whom did the Baron's Court? Seven Sisters
What did Battersea? Cheyne Walk.

Why did Cheyne Walk? Because the King's Road.

What did Sloane Square? The Inner Circle.

What was it Aperfield? "The Salt Box."

ANSWERS WANTED.

(No prizes are offered, and no correspondence can be entertained.—Editor).

Why did Maida Vale? What did Virginia Water?
Why was Harringay? What did Colney Hatch?
Why is Clapham Common? Why did they Hammer-smith? What did Wimbledon? What did Keston Mark? Why are Leaves Green? What did Enfield Wash?

A CAUTION.

"General" driver (to cyclist who has been thrown violently against the omnibus through his machine skidding): "You scratch this 'bus, my lad, and you'll get such a nasty letter from the company!"
—Tit-Bits.

T.O.T. Philharmonic Society

President: THE RT. HON. LORD ASHFIELD OF SOUTHWELL.

"PATIENCE"

A Comic Opera in Two Acts

(The Words by W. S. GILBERT and the Music by ARTHUR SULLIVAN)

will be performed

(by permission of R. D'Oyly Carte, Esq.)

at

THE NEW SCALA THEATRE

on the evenings of THURSDAY, FRIDAY and SATURDAY,
FEBRUARY 18th, 19th and 20th.

And also in the afternoon of SATURDAY, FEBRUARY 20th. The Evening Performances will commence at 8.0, the Matinée at 2.30.

All Seats are Reserved—the prices range from 1/3 to 4/9 for the Evening Performances; and from 6d. to 3/6 for the Matinée—and may be booked through Mr. H. W. Blunden, the Hon. Ticket Secretary, at No. 55, Broadway, Westminster.

For further particulars see Handbills and Posters.

DISTRIBUTION AGENTS.

ADMINISTRATIVE STAFF.

55, Broadway, Westminster, and adjoining
Offices: Aldwych, Earl's Court, and Cran-
bourn Chambers

Mr. C. HATCHMAN.

L. G. O. C.

Chiswick Works Staff

Mr. H. DAVIDSON.

Operating and Garage Staff

Output Inspector
at each Garage.

RAILWAYS.

Operating Staff

Mr. E. J. STAFFORD.

MECHANICAL ENGINEERING STAFF:—

Rolling-Stock Shops

Mr. J. S. PRIESTLEY.

Lifts, Escalators and Pumps Staffs

Mr. J. HARDIE.

CIVIL ENGINEERING STAFF:—

Works Section

Mr. H. W. CATT.

Permanent Way, Machine Shop, etc., Staff

Mr. W. A. CONISBEE.

Signal Engineering Staff

Mr. G. P. HANBURY.

Power House Staff (Chelsea and Wood Lane)

Mr. F. C. EVANS.

TRAMWAYS.

L. U. T. M. E. T. and
S. M. E. T. Staff

} General Traffic
Supt. (Staff
Section), Manor
House Offices.

Copies may be had also on personal application at Room 364, No. 55
Broadway; or will be sent per post (on receipt of 2d. in stamps), in
response to application by letter to Mr. C. Hatchman, as above.
Telephone Number: Victoria 6800. Extension 319.

