



PENNYFARE

LONDON TRANSPORT STAFF NEWS

No. 1 (WAR SERIES) ISSUED MONTHLY OCTOBER 1939

WE TIGHTEN OUR BELT

THERE are considerable differences between this number of *Pennyfare* and the last. The magazine has been adjusted to war conditions. What does this mean?

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First of all it means that a copy of *Pennyfare* is now given free of charge to every member of the London Transport staff. All staff employed by the Board at the outbreak of war, wherever they may be, both those continuing at the Board's work and those serving with His Majesty's Forces, will receive their copies by the fifteenth of every month. Those with the Forces will have *Pennyfare* sent to their families, who we hope will send it on. Those still employed on the Board's business will be given copies by their superior officials. To meet this demand, 90,000 copies of this issue have been printed.

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The second great difference will already have been remarked. *Pennyfare* is smaller. The cover has gone, and many of the pages as well. There is no *Sports Supplement*. The magazine, like every other magazine in England, is on a war footing. Readers will have to be satisfied with less.

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Because no charge is being made, and because the magazine is smaller, it is possible that some readers may show less interest in *Pennyfare* than they have done hitherto. We hope that everyone will fight against any such inclination.

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If anyone thinks that these changes will diminish the value, the interest, the liveliness of this magazine, we hope soon to prove him wrong. Though it may be less than half the size and cost you nothing, *Pennyfare* intends to be better than ever, more informative, more amusing and more helpful. Do not leave it unread. Do not, we beg of you, by any mischance fail to get the copy to which you are entitled. *Pennyfare* means to spare no effort to keep in the closest touch with all.

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To keep in touch means not only to speak to all but to hear as well. We cannot hope to hear from every reader, but we hope to hear from many. More particularly do we desire to hear from those serving in the Navy, Army and Air Force, and those engaged in Civil Defence. They must, of course, be very careful what they say. Place-names and other undesired details should not be given, and if given cannot be printed.

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To make room for these communications in the smaller *Pennyfare* the Editor's space is rationed. Association Secretaries, in particular, will have to be patient with us; they shall have all the space we can afford. And if other features are missed, we hope that the news we shall give instead will be appreciated by a greater army of readers.

Behind the Sandbags

BEHIND the scenes in Broadway—or any other way—just now means behind the sandbags. They deaden the distant clatter of typewriters, blue blinds dim the rooms. From Tothill Street the criss-cross of white strips on the glass gives “No. 55” a new-world effect. Believe it or believe it not, I counted 1,980 windows; some of them took 56 strips. No, Bill Sticker didn't know how many miles it all represented or how long the job would take. “But I shan't finish till duration if you don't stop asking me questions.”

A skeleton staff is on duty night and day. At night a small garrison from Public Relations and Police sleeps in camp beds. But not all are so lucky. Here at 55 they are not without home comforts. Below stairs I saw (and smelt) rashers of bacon and eggs, sundry familiar bottles, and a portentous stew on the stove. All-night workers wandering on their beat found shoes hopefully placed outside black-out bedrooms.

But to go back to 24th August. Shirt-sleeved and hair-ruffled, the clerks prepared to be de-centralised. Unwanted correspondence was jettisoned, favourite chairs were handed to the mercy of plain-van men. Next day the staffs found themselves in strange streets or hobnobbing with the corduroys and gaiters of half-rural Reigate. Would you rather be in the pavilion or the dressing-rooms at Osterley? The chief engineers got the pavilion and exhibited their staff at Earls Court. Some paymasters moved into the dressing-rooms. There should be a moral here somewhere!

A piece of the Central Bus organisation went to Manor House for a fortnight in September, and then moved to Kingsland Road. They were sorry to leave the canteen behind, but it was too wet to go on the lorry.

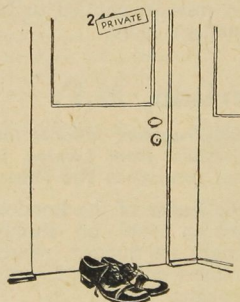
Some of the Development Superintendent's staff are lodged at the Albert Stanley Institute. Is it true that the amateur dramatic's producer has his desk on the stage?

Accountants now count at Stanmore. The carpenters went and built huts round them where they sat! The clerks

washed at a stand-pipe near the road, and one girl who lives near the new office got her landlady to “do” lunches for her friends. For a week or two these accountants walked the plank while navvies dug out air-raid shelters between the huts. And now, as they point out, they can balance anything! No doubt they go home with blackberries and dirty knees.

The Publicity Department blows London Transport's wordy trumpet from what was the band room at Shepherds Bush. They think of putting up “The Sign of the Big Drum.” The editor of *Pennyfare* gave me my instructions in a cloud of cement dust. What he wants, he says, is concrete facts. He'll get 'em! Walls have grown up round him with surprising speed, so that each morning his ministry of information has to ask the way in.

TIN HAT.



The Optimists

BIGGEST OF ALL TIME

London Transport Staff help to Move 600,000

The Minister of Transport

Captain Euan Wallace, Minister of Transport, gave thanks to the Transport Industry in connection with the evacuation.

I take the first possible opportunity of expressing appreciation of the splendid services rendered to the nation by all grades of the Main Line Railways and the Railways of the London Passenger Transport Board in the planning and carrying through successfully, and without a hitch, the evacuation movement during the past four days, and in providing at the same time for many other essential transport requirements. Equally I wish to thank all those who have planned and operated the movements by road whether as part of London Transport or in the provinces. I realize the vast amount of hard work and forethought which were given to the plans by all concerned and the skill with which they



Topical
Captain Euan Wallace

have been carried through. The unsparing service given to our country in this crisis by Rail and Road Transport, by the managements, clerical staffs and the operating grades, is beyond all praise and is in keeping with the splendid tradition of the transport services. The human understanding of porter and bus conductor was of more help to mother and child than they realize. Transport men are entitled to be proud of the blow struck in the country's cause.

Mr. Herbert Morrison, M.P.

A tribute to the work of London Transport towards the evacuation of school children and adults from London, is contained in an article which appeared recently in The Times.

Mr. Herbert Morrison, M.P., the leader of the London County Council, said that between 5.30 on Friday morning (September 1) and midnight on Sunday, nearly 600,000 children and adults were moved out of the County of London and the contiguous boroughs.

In addition, 5,000 patients were evacuated from the Council's hospitals to towns 50 or 60 miles from London. The bearing and behaviour of all these thousands of Londoners was reported as "simply magnificent." In spite of trying and often really difficult circumstances all went well.

Success at the London end was made possible by what Mr. Morrison described as "the untiring efforts and generous assistance of many different organisations, and thousands of public-spirited men and women." Foremost among these were the London Passenger Transport Board and the main line railway companies, whose arrangements for transport were "simply splendid." Then there was the ready help of their staffs and the police, and the unobtrusive assistance given by the St. John Ambulance Brigade.

With the parties went nearly all the Council's teaching staff and upwards of 20,000 voluntary helpers.

To all of these Mr. Morrison tendered the grateful thanks of the Council.

Lord Ashfield

On September 7, Lord Ashfield wrote the following message, which he addressed to the Officers and Staff of the Board:

The evacuation of the children, mothers, hospital patients and blind persons from the London Area has now been completed without a single mishap of any sort. The successful manner in which the evacuation was carried out has been praised on all sides, and to this success the staff of the Board made a notable contribution.

The Board are proud to have been associated with this great task and are especially proud of the way in which the staff carried out their responsibilities.

It is therefore the wish of each Member of the Board that I should ask you to accept our very warmest thanks and appreciation for this splendid record of a great task well and truly done.

—And What the Men who did it Say

A Stationmaster. We handled thousands at my three stations. Were those kids excited? I'll say they were. They crept behind my platform staff and burst paper bags. Each explosion was greeted with screams and whistling.

A Porter. On the District Line there's a remnant of a farm. Its hayrick startled a Mile End boy, who cried, "Joe! Don't the 'ay grow in big lumps 'ere!"

Another Porter. Does the Publicity Officer need some more artists? On Evacuation Day many posters on my station were pencilled and crayoned out of recognition.

A Ticket Collector. When the mothers with the little 'uns arrived, we used the escalators. The tots enjoyed the ride so much that they wanted a continuous performance of it, up and down.

A Guard. The alarm-signal warning (five quid for improper use) meant nothing to the rascals on my train. They climbed on each other's backs and scrambled up hand-over-hand in their efforts to reach the handle. Springing from seat to seat was another stunt. That journey added to my grey hairs, and that's putting it mildly.

A Trolleybus Conductor. The inside of my bus was lined with excited kids, kneeling on seats, noses pressed against the windows. Others held obstacle races over the seats, some did physical jerks on the strap-hangers. It was bedlam.

An Inspector. I was impressed by the orderliness and discipline of the youngsters. They set an excellent example which grown-ups would do well to follow in rush-hours.

A Bus Conductor (sad with disappointment). "It was just an ordinary journey to me. No, they didn't ring the bell. No, they didn't run up and down the stairs. No, they —"

Another Bus Conductor. Last year's songs, I heard 'em all again. "Let's have a Tiddley at the old Milk Bar," was the favourite. It did me good to hear 'em.

A Bus Driver. Most of the boys wanted to travel in my driver's cabin. They scrambled over the bonnet, poked heads through windows, and tried to move the controls. When I "shushed" them away, one lad astride the radiator barked back: "Be a sport, guv'nor, we're on evaporation." He was—nearly!

Another Bus Driver. My load was a bit noisy, but I saw one small, shy lad hugging an empty jam jar. "Going to send dad some blackberries from the country," he whispered, cupping his fingers to his mouth.

[Pictures in Back Page]

Roll of Honour



September 18: E. I. Dullam, A.B., H.M.S. *Courageous*. He was an assistant tester, attached to the Chief Electrical Engineer's department, sub-stations (Tramways), Western Area. He joined London Transport in July, 1934, and was the first of the staff to lose his life in the present war.

The Postbag

News from the Home and Overseas Fronts

Danger? Never Thought Of It

For most of us it was our first trip abroad. As the shores of England receded, we were not at all depressed. We crowded to the bow of the ship to get a glimpse of France as soon as possible. We glanced at the destroyers, accompanying us across. Danger? Not a bit of it. We hardly gave it a thought.

Driver B.N.A., Holloway Garage.

The Y.M.C.A. Over There, Too

I shall never forget my first impression of —. The little homes dotted up the hill to the rest camp where hot cocoa and tea with biscuits awaited us. And very welcome they were, too. There seems to be plenty to eat and drink, and new pals to meet. Soon we found our way to the Y.M.C.A. huts, where we found pens, notepaper, comfortable chairs, and, of course, a piano. One of the lads was banging out a song everybody knew, and it seemed as though the roof would be lifted.

W.T.H., Charlton.

A Life on the Ocean Wave

I have struck full circle, as in 1914 I was up for 14 days R.N.V.R. training and remained in "Commonwealth" for over a year, then going to "Cyclops" (Fleet repair ship) and staying on her till the end of war. This time again I was up for three weeks R.N.V.R. training, and on the new repair ship H.M.S. " — " I find I am one of the oldest men on the lower deck and by far the oldest in our mess. However, they are all good lads despite trying times and an average of about 14 hours' work per day, with very little spare time.

R.V.R., — Substation

A Woman's Job

I am a nurse, a member of the Civil Nursing Reserve, organised in January this year. I began my training as an auxiliary nurse in May, giving up my evenings to lectures and instruction. My uniform is a plain white overall and a "Sister Dora" cap, provided free. During the crisis I was allocated to my post, and I reported there immediately war broke out. Some of the auxiliaries are experiencing their first taste of work. "Before the war" they were ladies of leisure. I am attached to — hospital, but later I may be sent to a first aid post.

Miss S., 55, Broadway

On the Home Front

It's a funny war in this England of ours. As I patrol during the night on my A.R.P. duties, there is no sound, no lights, only the stars above to reflect upon my thoughts. Twenty-four years ago I was in France doing sentry duties in the trenches—I am still a sentry—watching and listening for enemy planes. They may not come to-night—but to-morrow, who knows? Our duties ensure that we have every other night off. At first we were on duty every night and, at our age, we found it a bit trying. Our first air-raid warning set in motion a defensive machinery breath-taking in its efficiency—but laughable in contrast with our surroundings.

G.F., Publicity Office.

A Reversal of Roles

The N.C.O.'s lot in the 84th is not like the Gilbertian policeman's, rather the reverse. All gunners have experienced discipline, either with the Board or on previous military service, consequently orders are understood and quickly carried out.

A humorous situation arises when an ex-conductor, now an N.C.O., details a gunner ex-Inspector for a fatigue. That this reversal of roles is accepted by both parties without a murmur surely indicates the good spirit of the Regiment.

We have had a good share of changing stations, but as travel broadens the mind, we shall return to the transport world more patient, tolerant beings.

G.V.R., Sergeant, — Battery

A Cattle-Truck Journey

It was a great thrill getting into one of those famous cattle-trucks—8 CHEVAUX; 40 HOMMES. Shades of the Great War 1914-1918. My companions are a fine lot of fellows. The old soldiers showed us youngsters how to make the best of the most trying jobs. The cattle-truck train was not exactly an express, but we settled down quite comfortably. Occasionally the train would stop, and we became expert at getting out of our truck and running along beside it for a quarter of a mile or so, before jumping back as the train decided to gather speed. Young C., after many hours of stops and fitful starts, wandered off the track to pick up something he saw at the side. He was sure he would soon catch it up. Suddenly the train increased its speed, and before we could do anything C., wildly waving his arms, was left miles behind. I suppose he will join us again one day.

F.G.G., Fulwell Depot.

Is the Army of To-day All Right?

I decided to try out this Army theory: so I joined the Board's own unit, the 84th (London Transport) Anti-Aircraft Regiment R.A. It's been eight months of good, clean, healthy living in a crowd of jolly good fellows. I am prepared to do lots of eight months with these friends, or I should say, comrades.

The Battery itself shows that the Army is a democratic organisation. We have had work to do, but to me it was a surprise, and gratifying, to see our officers remove their coats and grab pick or shovel and get "stuck into it" with the men.

Our evenings are made as comfortable as possible. A concert was arranged by the men and our Major did his stuff (even if he did break down!). Food is good, and this speaks well for the "Welfare Department." Any complaints are dealt with without delay.

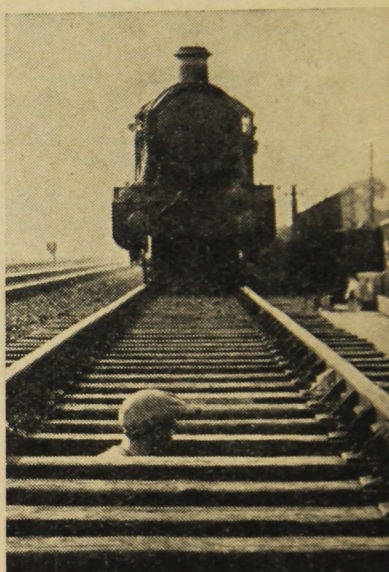
Not a man in the Battery wishes himself out. The Army of To-day is all right.

R.E.B., Gunner, — Battery

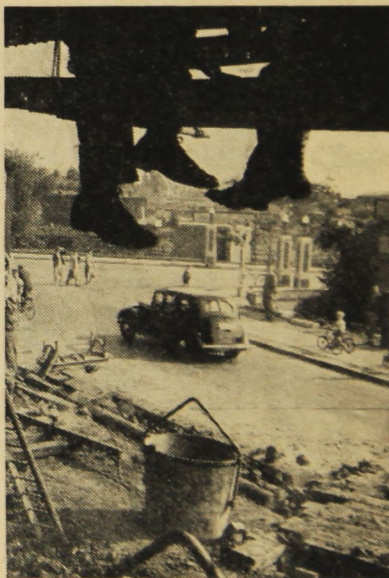
Pennyfare Readers can Grow More Food

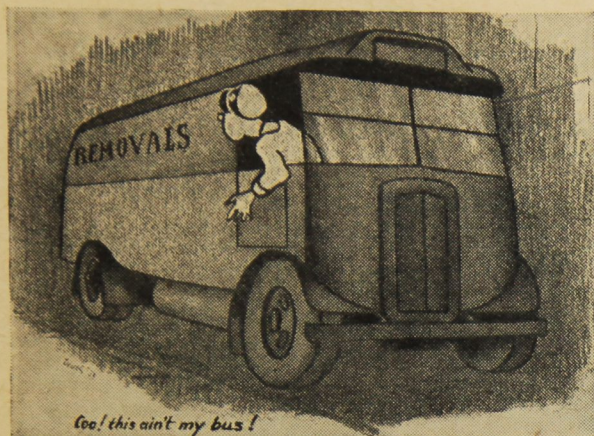
In connection with the National need for increasing the production of home grown vegetables, allotments will be available to the staff of all departments at a rental of 2d. per 100 sq. feet, with a minimum rent of 1s. per annum, which can be deducted from wages through the pay rolls, if desired.

Early application, in writing, to the Estate Agent, L.P.T.B., Lowlands Court, Lowlands Road, Harrow, must include the following information:—Applicant's name, Grade No., Department, Station or Depot, area of land and locality desired, together with an alternative position in the event of land not being available in the desired locality.



No, he is not in danger of decapitation. He is one of the workmen engaged on the reconstruction of a bridge at Ruislip, which is being widened for the extension of the Central Line to Denham. Below, the lower half of the same workman suspended over West End Road





Pennyfare's Problem Picture

Unfortunately our artist did not complete the dialogue, he was called up. So the Editor was left in the dark, yet had to go to press. Will some reader come to the rescue and supply the missing words — the conductor's answer? Replies by November 4, please. Mark envelope **Problem Picture**. The Editor will award half-a-crown for the wittiest answer.

Under Your

"No! it's not a gas-mask I left in the train," said an old lady. "It was a respirator."

A Sign of the Times.—"Cheerful black-out suppers served" announces a Hampstead cafe.

Staff on night work at "55" have been supplied with beds. London Transport tucks them in.

At night carry your Pennyfare with the inside showing outside. It may save an accident.

"Don't forget your 'schnozzle,' Miss," said a conductor to a girl who nearly left her gas-mask on the bus.

Heard on a trolleybus: "Yes, my dear. You wouldn't know our street now that all the kids have been excavated."

Seen on the Underground: A middle-aged *paterfamilias* carrying a gas-mask box on which the word "TOP" had been altered to "POP."

On an auxiliary fire-engine in Central London was chalked, "Fires wanted. All orders promptly attended to."

We overheard a colleague say that, although he didn't quite understand the international situation, he was thinking of applying for it.

Four small boys at Clapham Common Station asked the booking clerk for tickets to Morden. Asked if they had any money they replied: "We're refugees, charge the L.C.C."

The announcement that Underground stations must not be used as air-raid shelters is perfectly clear. But shouldn't the public be told that shelters are no good at all as Underground stations?

During the evacuation of "55" a heavy piece of furniture fell on a workman's foot. Later, when sending in a note, the foreman of the gang wrote: "I am sending in the accident report on —'s foot. Under 'Remarks,' do you want mine or do you want his?"

It seems to have been Mother's job to see that the cardboard respirator cartons were correctly labelled for each member of her family, and in most cases the Christian names were duly pencilled on. We have observed a well-known official of London Transport, over his shoulder a carton slung, bearing the name "Clarence," written in a delightful feminine hand.

The Eyes of Night: One Conductor is Fascinated

"That shadow, that long shadow in the road. Must be a pedestrian. Yes, no—it's the canopy of my bus making that shadow, bless me."

A typical musing by a driver when black-out began.

A country bus driver was on the point of driving into a lake—or thought he was. It was simply the sky seen below an arch of trees, darkly overhanging the road.



At first townfolk were scared of the darkness in a place where they were used to light. And the uncanny quiet: this is a problem for the conductor: voices come out of the void from passengers they cannot see. It has been suggested that if we all wore dark glasses black-outs wouldn't be necessary!

Passengers are helpful and friendly. They appreciate the likeness of shillings and half-pennies in the dark; some appreciate alas! the similarity in feel of sixpences and farthings!

A trolleybus conductor says, "Until black-outs came upon us, I never realised how beautiful were the starry heavens. Now, I almost look forward to the darkness." But his driver (unlike the skipper at sea) steers without reference to the Pole Star.

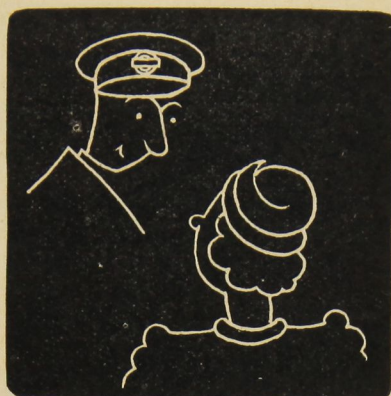
Carrots may help you to see better

Are these black-outs getting you down? Lots of people suffer from night blindness, without being aware of it.

Night blindness is known to be due to a shortage of Vitamin A, the fat-soluble vitamin found in dairy produce and in cod liver oil and even in the humble carrot!

Make sure you are getting enough. Plenty of meat fat, milk, and butter would assure it, but if there is any doubt at all, two teaspoons of cod liver oil a day would soon put you right. Or you can get a concentrated Vitamin A extract in the form of a tablet or capsule, and take two daily: better have a word with the family doctor first.

If you follow his advice on the lines given, after a few days you will find it will make an enormous difference to your comfort in the dark, and to your safety.—By a Doctor.



"Where does this bus go to, Conductor?"

Army Recruits Wanted

Vacancies exist for the Board's employees in the ranks of the 84th (London Transport) Anti-Aircraft Regiment. Members of the staff enlisting in H.M. Forces are invited to make written application to the following address if they are desirous of serving with the above Regiment:—The Recruiting Officer, 84th (London Transport) Anti-Aircraft Regiment, White City, W. 12.

Applicants for enlistment must not be under 29 or more than 50 years of age.

In those cases where staff have not the opportunity to make application, they should inform the Officer in charge of the recruiting office to which they are summoned of their wish to be posted to the above Regiment. It is desired to maintain, if possible, the identity of the Regiment as a unit manned entirely by the staff of the Board.

Staff are reminded that they must, before enlistment, advise the official under whom they are employed.

On Duty—Always

Sergeant Winter, of the London Transport Police, has been thanked by the Chief Inspector of the Durham County Constabulary, for assisting a constable, in the Barnard Castle Division, to arrest a drunken and disorderly man who had become violent. Sergeant Winter was on holiday at the time, and we are pleased to give publicity to his public-spirited action.

The Small Ad.'s Bye-Bye

I've stood in this Market Place for 20 years. Not here one month and gone the next, folks. And cheap—never asked more than sixpence a time. Now they tell me they want the space. So I'm stepping down from the rostrum for the good of the cause. Ah, me! As Gilbert would have said:

No more bungalows, bicycles or bedsteads, Wire-haired pedigrees, budgerigars for cash.

NEWS OF LONDON TRANSPORT STAFF

The Late Mr. J. B. Mackinnon

With deep regret we announce the death of Mr. J. B. Mackinnon, Schedules Superintendent, which occurred on September 13 at the age of 61. He had been with us for 35 years.

Qualities by which this son of Scotland was best known were his unassuming efficiency and a shrewd judgment, reinforced by native caution. He was a man of deep understanding and never sought to force his views. "J.B.M." earned a great prize in the friendship of his staff.

Starting with Glasgow Corporation Tramways, he was Chief Timetables Clerk when, in 1904, he joined the Metropolitan District Railway as Staff Assistant to the General Manager.

Successively he was Chief Clerk to the Superintendent of the Line, Traffic Assistant to the London United Tramways, General Traffic Superintendent of the T.O.T. trams, and Superintendent of Schedules on the L.G.O.C. until, when the Board was formed, he became Schedules Superintendent. This year he was made a principal officer.

From 1921 Mr. Mackinnon took an active lead in the interests of the Musical and Dramatic Society, and from 1938 was its chairman.

The funeral was attended by many Officers. Among the floral tributes was one from Lord Ashfield. Other wreaths were sent by members and Officers of the Board, the staff of the Schedules Department, the Trams and Trolleybuses Schedules Staff, the Superintendent of Rolling Stock, Chiswick, the Depot and Traffic Office, Wood Green, and the L.T. Musical and Dramatic Society.

New Appointments

Mr. J. A. Wilks was appointed an Officer of the Board as from September 7, 1939, with the title of Second Assistant Superintendent of Rolling Stock. In addition, he will act as Air Raid Precautions Officer reporting to Mr. E. T. Brook.

Mr. E. H. Beal will be Deputy Air Raid Precautions Officer.

Consequent upon the regretted death of Mr. J. B. Mackinnon, Mr. A. F. Andrews was appointed Schedules Superintendent as from October 1.

In Memoriam

We regret to record the passing of the following employees during the past month. The years of service are shown in parentheses.

(49) Driver T. S. Bowen, Camberwell depot; (40) Driver J. Forde, Holloway depot; (32) Yardmaster A. Hewitt, Elephant & Castle; (31) Washer T. G. Barrett, Stamford Hill depot; (30) Driver E. S. Knell, Mortlake garage; (28) Cleaner W. Edwards, Hanwell depot; (26) Conductor M. H. Foyne, Willesden garage; (25) Craftsman J. Hainsworth, Chiswick Works; Electrician W. R. Mowatt, Muswell Hill garage; (24) Traffic Controller R. H. Healey, Leicester Square; Motorman A. A. Shaw, East Ham depot; (23) Driver T. Ridout, Hendon garage; (22) Electrical Repairman J. W. H. Gregory, Neasden depot; (21) Driver T. J. Hurley, Norwood garage.

Retirements

(55) Driver W. G. Westley, Hackney depot; (48) Pointsman J. W. Mead, Stamford Hill depot; (46) Inspector D. Jones, Norwood depot; Conductor A. G. Dalman, Stamford Hill depot; (44) Pointsman G. E. Jackaman, Stamford Hill depot; Depot Inspector A. Russell, Division "C," Central Buses; Driver

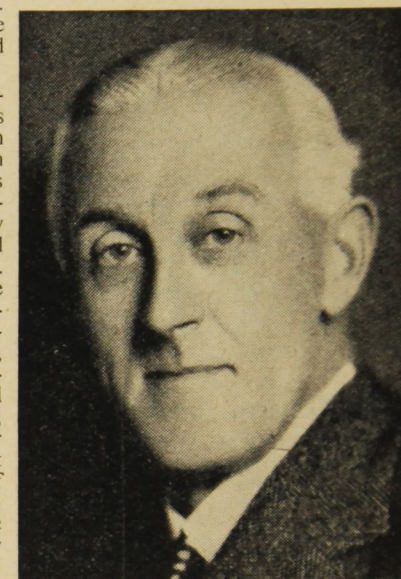
R. F. Benson, Hackney depot; (43) Inspector W. T. Holloway, Division "C," Central Buses; (42) Inspector R. B. Woodward, Division "A," Central Buses; (41) Inspector J. Marshall, New Cross depot; Depot Inspector W. Elsey, Wandsworth depot; Pointsman H. E. Norman, Holloway depot; (40) Conductor A. Grout, Norwood garage; (39) Motorman A. W. J. Stiles, Wood Lane depot; Driver W. J. Hope, Fulwell depot; (37) Conductor G. F. Izzard, Upton Park garage; Ticket Collector R. C. Cercell, St. Paul's station; (36) Yardmaster F. Currell, Watford; Driver D. Murphy, Forest Gate garage; (35) Inspector T. Clarke, West Ham depot; (33) Conductor H. Wilkins, Mortlake garage; Conductor P. McCarthy, Clapham depot; Driver J. W. Squirrell, Mortlake garage; (32) Guard R. Miller, Arncliffe Grove; Motorman F. Slight, Wood Green; Driver A. H. Fry, Dalston garage; (31) Foreman Ticket Collector A. W. Self, Notting Hill Gate station; Leading Plate-layer G. D. Wade, North Division, Trams; Station-Master K. A. M. Sutherland, Hyde Park Corner station; (30) Driver G. C. A. Seftert, Fulwell depot; Pointsman A. G. Grice, Division "B," Central Buses; Conductor A. Cole, Sutton garage; (29) Driver W. J. Burch, Clapham depot; Driver W. T. Spackman, Hackney depot; (28) Linesman's Assistant W. T. Hemmings, Signal department; (27) Driver F.

Mr. A. L. Barber

Mr. A. L. Barber, Commercial Manager, retired on September 15 after 40 years' service with London Transport and its predecessors. Educated at Leeds Grammar School and Queen's, Oxford, he was an M.A. with honours in classics and history. For two years he was a tutor and schoolmaster.

His first transport job was with the British Electric Traction Co.; he was secretary to various subsidiary companies and committees. Then he became secretary of London and Suburban Traction Co., secretary of London United Tramways Co., in the last war Acting Joint Manager of North Metropolitan Electric Power Supply Co., and subsequently became Commercial Manager of the Underground Group, and Acting Publicity Manager.

An old-world courtesy was coupled with faithful service; and this courtliness and bonhomie he extended to everyone, from the junior upwards. As chairman of the Staff Sectional Council for the Administrative Staff he earned the good opinions of Board and Staff for strict impartiality. Mr. Barber retires to Topsham, Devon, carrying best wishes for happy days in the county of red cliffs.



Killingbeck, Camberwell garage; Conductor C. E. Cheeseman, Chelverton Road garage; Watchman P. Doyle, North Division, Trams; Conductor G. J. Lincoln, Holloway garage; (26) General Hand T. Hooper, Hackney garage; Ganger J. Barton, North Division, Trams; Driver W. McManus, Battersea garage; Installer W. Collett, Pumps Section, Baker Street; (24) Conductor W. G. Daniells, New Cross depot; Breakdown Hand G. N. Gray, West Ham depot; Driver A. J. Nicoll, Merton garage; Conductor C. A. Blackford, Hammersmith depot; (23) Washer P. S. Ansell, New Cross depot; Driver C. H. Hutton, Athol Street garage; (22) Pointsman C. Hitch, New Cross depot; (20) Cleaner A. G. Crow, Edmonton depot; Driver G. F. Gifford, Cricklewood garage; General Hand G. E. Aldous, Holloway garage; General Hand C. Wooster, Hanwell garage; Conductor A. C. Pile, Middle Row garage; Driver G. W. Lambert, Leyton garage; Leading Fitter A. B. Wilson, Lillie Bridge Loco. Shop; Pointsman J. J. Pearce, New Cross depot; (19) Conductor C. R. Field, Shepherds Bush garage; (17) Driver S. E. King, Nunhead garage; General Hand F. Rolfe, Reigate garage; (16) Conductor C. E. Clarke, Hendon garage; Driver S. C. Mayhew, Norwood garage; (15) Driver A. E. Woolley, Harrow Weald garage; (13) General Hand C. Whitcombe, Barking garage; Driver A. T. Austin, Sidcup garage.

ATHLETICS and Recreations

L.T. (Country Buses) S.A.

Mr. H. W. Heffer tells us that on August 21, four coach loads of members' wives and children left Watford (Leavesden Road) for a day at Littlehampton. Upon arrival, the party broke up into groups to spend the day as they wished. Homeward bound, after a big tea, a stop was made at Kingsfold, for further refreshments. Commenting afterwards, everyone voted this an excellent day's outing, which had passed without any untoward incident.

Due to the efforts of a good committee from both Watford Garages (President, Mr. H. A. Walker; chairman, Driver Jack Myster; and secretary, Conductor S. Clothier), 572 poor children from this district were taken to Burnham Beeches in August. The convoy of seven double-deckers was started on its journey by the Mayor of Watford, Councillor Horwood. After lunch, each child received amusement tickets to the value of 9d. and various races were organised.

L.T. (Central Buses) S.A.

Association Notes.—Following a circularising of certain recommendations it has been decided that (a) all competitive activities should cease, but that the Association should continue to cater for all branches of sport during present conditions; (b) that in view of the risks inseparable from calling a full meeting of the executive committee, the finance committee should be empowered for the time being to act as the Association's management committee.

The finance committee, eager to satisfy all reasonable requirements, have agreed that all sub-section secretaries should be invited to submit suggestions on how the best interests of their particular section can be served, and as soon as their replies are received another management meeting will be called. Meetings will be held monthly, or more frequently if necessary. It will be appreciated that the Association, like all other sporting organisations, is passing through a difficult period, but as soon as members become more accustomed to the new conditions there should be plenty of sport for everyone, particularly if local officials are

prepared to give the management committee their whole-hearted co-operation.

Athletics.—H. E. Spark (Central Buses) finished third in 3.10.43 in the 20-miles Public Services road walk organised by Central Buses over a Surrey course. The winner was F. Rickards (Met. Police). Prizes for the first three Central Buses entrants went to H. E. Spark (Croydon), F. G. Cheesewright (Chalk Farm) and W. A. Howse (Sutton), who won the veteran's award.

G. A. Bowers (Chelverton Road), the L.T. and Central Buses furlong champion, who represented the British Workers' Sports Association at the international meeting at Liege, finished second in the 100 metres final and dead-heated for the 200 metres title.

At the B.W.S.A. championships, held at Birmingham, Bowers won the furlong and quarter-mile titles, while H. E. Spark (Croydon) was third in the ten miles walk.

Cricket.—Annual fixture between Cambridge C.C.C. and Central Buses, played on Fenner's ground, was won by the former. Central Buses lost five men for 25 runs, but J. Ball (35) and A. Pope (84) put on 48 for the next wicket, and the innings finally closed for 209. Cambridge replied with 259 for eight wickets. Pope was presented with the bat given by "Razor" Smith, for the best performance of the day. Thanks are due to members of the home club for their much appreciated hospitality, and to Mr. E. J. Payne and the Central Buses cricket council.

Dogs.—The section's October show has been cancelled. Section Secretary S. L. Franks advises all members to get a sedative of bromide in liquid form for their dogs in case of air raids. This may be had from a veterinary surgeon, and the breed and weight of the dog should be stated so that instructions for dosage can be given.

Flying Club.—August was a noteworthy month in the Club's history, for three of the five machines logged 225 flying hours. At present all activities are suspended.

Swimming.—Central Buses water-polo team was beaten 5-3 by Hounslow S.C. in the Middlesex Junior Cup.

Tennis.—Results in the championship semi-finals were:—*Singles.*—A. Cox (Willesden) beat H. Harris (Dalston); E. Morris (Leyton) beat E.

Black (Merton). *Men's Doubles.*—E. Morris and E. Browne (Leyton) beat E. Black and P. Martin (Merton); W. Chine and W. Harlow (Upton Park) beat H. Paul and M. Morgan (Elmers End). *Women's Singles.*—Mrs. Cooper (Upton Park) beat Mrs. Paul (Elmers End); Mrs. Stead (Cricklewood), last season's runner-up, beat Mrs. Williams (Merton). *Mixed Doubles.*—E. Ward and Mrs. Norris (Hendon) beat P. Martin and Mrs. Williams (Merton); W. Harlow and Mrs. Cooper (Upton Park) beat M. Morgan and Miss Gee (Elmers End).

L.T. (L.E.R.) A.A.

Burnt Oak Sports Ground.—Members are notified that until further notice, and as far as possible, football matches and tennis play will continue. **Pavilion.**—The Central Committee decided that the Pavilion Refreshment Bar should close on September 23, but it will be opened during the actual period of football matches. This is the normal procedure.

Camden Town Institute.—The Institute will be open from 11.0 a.m. until 7.0 p.m. as the whole of our accommodation is not available. Activities will be confined to billiards, table tennis, darts, and other table games. Other competitions and tournaments, including boxing and whist drives, will be introduced when possible.

Wood Green Institute.—This Institute will be closed until further notice.

E. G. Ricketts, Gen. Secretary

L.T. (District Line) A.A.

The moment for beginning the compilation of a history of our Association proved a most unfortunate choice! Now, of course, the idea has been shelved for a while. Meantime, the assistant hon. general secretary asks me to thank those who responded to the appeal made in our September notes. Members will be glad to know that (at the time of going to press, anyway) our facilities at Acton are unaltered. True, there has been some falling-off in activities, generally, but much of this is due to the present uncertainty regarding the resumption of football and other sports.

The committee of the Fur & Feather section have decided that our Annual Show shall take place in the Pavilion Annex, Acton Sports Ground, on Sunday, November 19. Birds to be staged by 12 o'clock. Judging will commence at 1 p.m.—E. Marcham, Hon. Sectional Secretary.

According to Mr. Tom Oliver, the quois flying handicap, played on August 27, was a great success, for more than 60 people were there. Because of the number competing, it was almost dark when the men's final was decided! Results were: 1, Hooper (Surrey); 2, Haddock (D.L.A.A.); 3, Parker (D.L.A.A.). The ladies had 11 entries—a fine effort—which resulted as follows: 1, Mrs. Fletcher; 2, Mrs. Haddock; 3, Mrs. Rye. Mr. Oliver concludes with warm thanks to the tennis section members who helped to swell the entry list on this occasion.—H. W. Holloway, Hon. Gen. Secretary.

Tram and Trolleybus

Events of the past few weeks have knocked the bottom out of sporting and social activities. However, Poplar managed to get their children's outing through, and according to friend Thorpe's account it was a pronounced success. No less than 16 coaches were required to convey the 500 kiddies and adults to California in England, and the manner in which the outing was organised reflects great credit on those responsible.

Clapham were disappointed at not being able to run their swimming gala owing to the baths being commandeered, but they are finding consolation in the fact that in the angling competition for the Holloway Cup they took all the prizes. Granger, 1, Albert, 2, Ward, 3, and Cottey 4.



A bit late for cricket news, but we must run back to pre-war days to record that the M.R.A.A. and Central Buses (in the group above with Miss Babington-Smith) met in our cricket final. The "Met" won. See the report in this page.

Christmas Club.—It is rather early to say definitely what we shall be able to obtain for our members, but, after consulting the Chairman, I can only suggest that we carry on as usual. In any case branches will be advised in good time whether it will be cash or goods.

The new war-time Pennyfare is an excellent idea, and I hope that our members will take advantage of this medium for keeping in touch. So, drop me a line.—F. Clifton, Gen. Secretary.

L.T. Rifle Club

Following the loss of the use of Territorial ranges, members are reminded of the facilities available at Baker Street, open Mondays to Fridays. Closing time will vary.

The London Transport League shooting time has been extended. Where local ranges are not available matches should be fired on the Central range.

The S.M.R.C. Leagues are closed down.

Results in the Engineers' League:—*Division 1*—Tottenham lost to Bradbank; *Division 2*—Merton beat Lister & Co., lost to G.W.R. Bristol; *Division 3*—Enfield "A" lost to Michelin, beat Shoreditch Electric; Hornchurch beat Bristol Aeroplane Co., lost to Shoreditch Electric; *Division 4*—Camberwell beat Vauxhall Motors, lost to Morris Motors; *Division 5*—Hornchurch "B" lost to Mid-Wessex Water Co., lost to Steel, Peach and Tozer; *Division 7*—Tottenham "B" lost to Folkestone Gas, beat Products Works, Beckton; *Division 8*—Muswell Hill lost to Bobby, lost to Metal Industries; *Division 9*—Enfield "B" lost to Pulsometer, lost to Pressed Steel.

The Burroughs and Watts competition will carry on with teams of four. Safety Certificate has been received for the Hoddesdon range. Members desiring to use the range should write Mr. Dorken, 2, Canons Road, Ware or at Hertford Garage.—W. Drew, Hon. Secretary

Pennyfare (War Series) is published on the 15th of each month. It is distributed free of charge to every member of London Transport's Staff, including those serving with H.M. Forces.

If you know of anyone who failed to receive his or her copy of this issue, please ask them to make application to the head of their department.

Babington-Smith Bowl Final

M.R.A.A. won the L.T. cricket championship and the Babington-Smith Bowl for the third consecutive time on August 27, when they gained a well-deserved victory by six wickets over Central Buses S.A., last year's runners-up, in the final tie at Osterley.

Mr. T. E. Thomas saw the opening overs of the match, which was decided in almost perfect weather and on a wicket that was full of runs.

The outstanding batsmen were Stansfield and Cooper, Central Buses, and Heard for the railwaymen. For the latter, Giles took six wickets for 28, and Cross four for 42. The collapse of the busmen was remarkable, for the scoreboard at one time read 127 for one. The fielding on both sides was excellent.

The full scores were:—

Central Buses S.A.	M.R.A.A.
F. B. Stansfield, c	L. Heard, lbw., b
Bathurst, b Cross 68	Eldridge ... 60
H. W. Durant, c	C. Bathurst, c Dur-
Cross, b Giles ... 8	ant, b Purdey ... 26
A. Cooper, b Giles 54	D. Howes, c Deane,
J. Ball, b Cross ... 0	b Pope ... 13
W. Canham, b Cross 0	A. Cross, b Eldridge 22
A. Pope, c Cross,	F. Bowell, not out 27
b Giles ... 1	W. Savin, not out... 7
A. Purdey, c Bat-	Extras ... 8
hurst, b Cross ... 4	Total (for 4 wks.) 163
C. A. Eldridge, lbw	
b Giles ... 1	F. Smith, W. Goss, J
S. W. Parker, b	Lowe, W. Giles and L.
Giles ... 2	0
E. Houston, not out	Lethbridge did not bat
A. C. Deane, c	
Bowell, b Giles... 0	
Extras ... 6	
Total ... 144	

The trophy and medals were presented by Miss Constance Babington-Smith, who saw a final tie for the sixth time

L.T. Musical and Dramatic Society

The death of Mr. J. B. Mackinnon came as a great shock to us all. For over 18 years he was connected with our activities. The committee members who deliberated under his chairmanship learned to respect his judgment. Always considerate in debate, he was firm, but patient, a good friend, and an invaluable worker for the Society. The Hon. Gen. Secretary, Hon. Gen. Treasurer, and Mr. Frank Geary represented the members at the funeral.

25 Years Ago

Pennyfare's Parent was a War Baby

By September 19, 1914, more than 4,000 employees of the T.O.T. companies had gone on war duty. They left behind 12,000 wives and children.

Fortnightly News, first published September 19 in four pages, asked its readers for news items including letters from the front.

In No. 1 were three letters. Motorman Corbett, gone from the Hampstead Line to rejoin the Lancasters, said "I came through O.K." after his regiment had made a terrible charge of German guns. Mr. J. A. Messingham, a gateman of the Central London Railway, wrote from a hospital bed in Cosham: in a rearguard action against overwhelming numbers he stopped a bullet at Compiègne.

Sir Albert Stanley kicked off at a football match in which Turnham Green Garage had a runaway win over the rest of the L.G.O.C.

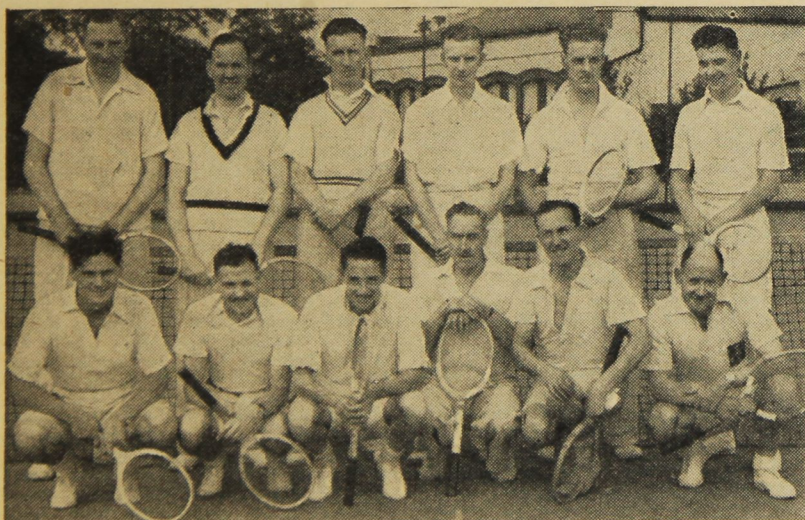
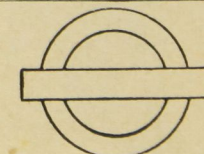
The only picture in No. 1 was of Hammer-smith employees in Kitchener's Army.

A full list of service men was promised by the Editor of that time.

Next month the Editor of 'Pennyfare' will turn back the pages of 'Fortnightly News' again.

Contributions (literary, photographs and sketches) and suggestions should be addressed to the Editor, Pennyfare, Shepherd's Bush Station (Central Line), W. 12. Please note the new address and put the figure 1 on the envelope.

Five shillings will be paid for every original photograph published.



Central Buses (6 on left) beat the L.T.A.S.S.A. in the L.T. (Men's) tennis finals by 5½ to 3½

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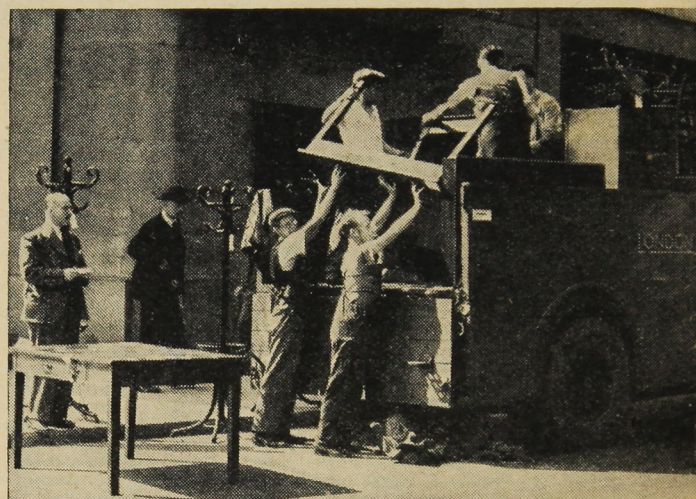
PHOTOFARE



More than 400 Green Line Coaches helped to evacuate hospitals



"Wonder where we're going!" An Ealing scene



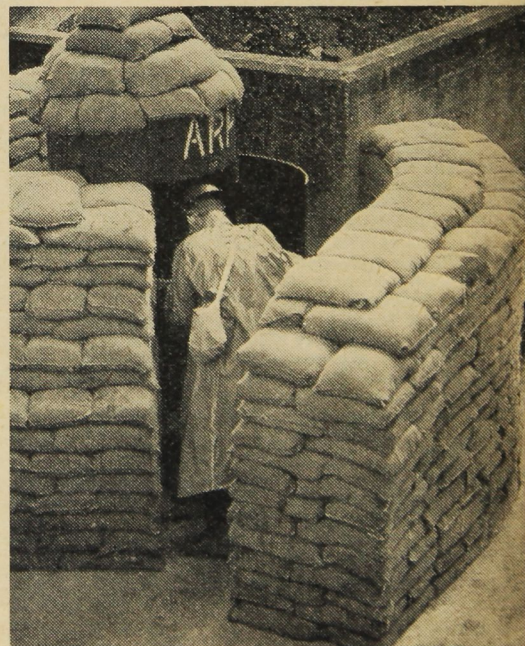
"How was I to know they left ink in the drawer?"



These Days, Spades are Trumps



Autumn Fashion
P.C. 110. L.P.T.B.



'If you know of a better 'ole—'