



PENNYFARE

LONDON TRANSPORT STAFF NEWS

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.

Contributions and all communications should be addressed, by the 20th of the preceding month, to the Editor at Shepherds Bush Station (Central Line), W. 12.

No. 3 (WAR SERIES) DECEMBER 1939

This Month's Message

Conduct in War-Time

BY THE GENERAL MANAGER (OPERATION)

IN normal times the Board's staff have many opportunities for showing their readiness to adapt themselves to meet difficult situations. In war-time the number of such situations is bound to increase, and so there is the greater need for resourcefulness. Darkness upon the stations and the roads, reduced services and consequent irritation of passengers play their part in calling for a still greater display of even temper and courteous answer.

Those of us who make personal contact with our passengers will add much to the reputation of the Board, and incidentally to our own, by never losing our heads. A soft answer does not always turn away the wrath of an individual, but it goes a long way towards establishing the sympathy and goodwill of others.

If we keep abreast of the rising tide of opportunity, a permanent mark of good service will be recorded for London Transport.

B. Thomas.

This is Your Chance to Help Our Defenders

PENNYFARE commends to you and every other reader the aims of the London Transport War Comforts Fund Association. Warco, if *Pennyfare* may coin a title, is playing Father Christmas to those 7,500 or more colleagues who are away at this festive season, the fellows serving in H.M. Forces or in Civil Defence. That is not all. With the 1d. a week that you are asked to give, Warco is going to look after those 7,500 men, and still more as they join up, and where necessary their families as well, until peace returns. "Comforts" will be interpreted in a liberal sense.

A task well begun is half done. To the pleasure of us all, Lady Ashfield has accepted the presidency, one more sign of interest in welfare work. Her ladyship's gracious lead is no formality. She writes to Mr. Cliff and the Committee, "God speed your splendid efforts on behalf of these noble men."

What has been done? It is decided to send a Christmas parcel to everybody on war service: there will be a pudding and a pair of socks, and to every comrade overseas 100 cigarettes as well. Women on the staff have knitted the socks: 1,500 women have volunteered to do knitting. They are all busy and include a growing number of wives and other relatives of the staff. The parcel scheme was made possible by these women sacrificing their leisure and by five staff associations presenting £1,225 of their money. If you read on, you will see this is £75 short of the sum wanted: the Committee banked on the goodwill of us all.

Next—what will be done? The knitting battalion (we hope it will grow to a regiment!) are to go on making woollen comforts. But this job, important in itself, is only part of Warco's aims, which are chiefly to—

- Provide gifts and comforts to employees on war service;
- Relieve employees, or dependants who are injured, or whose property is damaged by enemy action;
- Relieve widows and dependants necessitous owing to the war;
- Contribute to education fees, provide medical and surgical aid.



LADY ASHFIELD

What can you do? Pay just 1d. a week. A tiny sum, the cost of two cigarettes, but capable by multiplication of expanding to a fund of great power. The Christmas parcels alone are costing £1,300. Wool for knitted wear will cost hundreds more, while the generous aims outlined above would make big inroads into any fund. The committee, of which Mr. John Cliff is chairman, are sending you a printed letter: will you fill up the form at the end of it and authorize 1d. a week to be taken from your wage or salary and given to the fund. Already, of course, signatures are simply rolling in. Then more knitters are wanted. They will be welcomed at the Knitted Comforts Office, 55, Broadway, and there be given wool, patterns and needles.

For further information write to the secretary, Mr. W. H. Penson, Cranbourn Chambers, 20, Cranbourn St., W.C. 2; better still, to your Local Representative of the L.T. Benevolent Fund, who will tell you anything you want to know.

And now let each of us by personal effort make Warco a source of legitimate pride, one of the best achievements to which the entire staff has lent its hand—and its heart.

Putting it Shortly



Newspapers left in Underground trains and stations are to be collected and stored for repulping.

Mr. A. B. B. Valentine, Fares Officer since 1936, has succeeded Mr. A. L. Barber as Commercial Officer.

Express double-deck buses on three routes formerly Green Line, from November 1: 153 ambulances revert to coaches on December 1.

The Griffin that graces *Pennyfare's* title is from a woodcut by E. Ravilious, eminent book illustrator. Its loyalty is exclusive to this publication.

Travellers in the Tube might derive pleasure from knowing they are conveyed through stiff clay upraised from the floor of an ancient sea, says Sir Albert Seward, geologist.

No first-class on London Transport trains, excepting on through trains between stations on Aylesbury and Watford joint lines and stations on the "Met" line, from February 1.

Steam tram No. 1, built at Leeds in 1882, has been presented to the Hull Transport Museum. It is shown with the oldest English tramcar, dated 1863, which used to run on Ryde Pier, Isle of Wight.

You Have Been Warned. The dates of payment of salaries to the Administrative Staff for 1940 will be Jan. 17, Feb. 14, March 13, April 10, May 8, June 5, July 3 and 31, Aug. 28, Sept. 25, Oct. 23, Nov. 20, Dec. 18.

Pennyfare discussed paper and other problems of war-time production with other staff magazines at a conference addressed by Professor John Hilton and the Censor's representative, whose commands explain the omission from *Pennyfare* of many details you would like to see.

In a Balloon Squadron (R.A.F.) magazine appears the following: Those magicians, the L.P.T.B., must be congratulated upon their production of excellent drivers, whose preponderance in the lists of recently promoted LAC Drivers P/W speaks for itself. *Bless 'em all!*

More than 10,000 Christmas puddings have been made in London Transport kitchens from 4 tons of fruit, 1 ton of suet, 1 ton of crumbs, 1/2 ton of flour, 16,000 eggs and 500 galls. of—old stout. Three puddings out of four will be gifts to staff on service.

Blue-lacquered windows have been used in buses near Southampton. They are disliked by a writer in the *Transport World*. On a beautiful sunny day, he says, his bus was like an empty cinema, chilly and depressing. "Makes you feel as if you were in a morgue," volunteered the conductor.

Mr. J. H. Harley Mason, New Works Engineer, has been awarded a Telford Premium for a paper on the Aldgate East reconstruction, read before the Institution of Civil Engineers early this year. The award is made annually in memory of the first president, Thomas Telford, for papers of general engineering interest, and takes the form of a gold medal, or books or instruments, at the recipient's choice.

New Traffic can be Manufactured at Little Cost

TRIBUTARIES of Transport was the title of a presidential address to the Institute of Transport by Mr. T. E. Thomas (a message from whom appears in this issue of *Pennyfare*: see the Front Page).

Mr. Thomas said transport had reached a stage at which improvements instead of affording satisfaction only raised the standard of expectation. There could be no comparison with the past in exploring lines of development for the present. Members of the professions had to qualify before they could practise, and it should be so in the field of transport.



MR. T. E. THOMAS

The influence of publicity on good public relations should be to induce councils and speculative builders to fix the location of new estates so as to permit of convenient use of railways.

Publicity had also to be called into play when it became necessary to raise the cost of transport by explaining the necessity for the change. Where the public was unable to pay, public transport had to be advertised in competition with other means of spending money.

He was one of those who firmly believed in offering travel bargains. The offer of an article at less than its known usual price was too strong to be resisted.

Particular means of travel also had their appeal. There was tremendous scope for the "manufacture" of transport, which, coupled with the use of existing marketing facilities, afforded means of attracting new business at little additional expense. The speaker instanced the "manufacture" of electric transport by the Southern Railway, and of trolley-buses in place of trams by London Transport.

Analysing the road fatality figures of 1938, Mr. Thomas said that motor cyclists, their pillion passengers, cyclists, and pedestrians accounted for 84 per cent. of the total. Pedal cyclists alone represented 21 per cent. He urged the total prohibition of sounding motor horns as a means of preventing accident by enforcing care.

Competition as between road and rail had enforced an enhanced standard of convenience, but was also enforcing a higher standard of cost, what time there was much empty accommodation at some periods and shortage at others. Any step to create a more even balance would reduce the cost of service and tend to lower charges.

The *Transport World* says: Few men in the transport world have the gift of philosophical reflection and power of contemplating the abstract values of their daily work as developed as Mr. T. E. Thomas. . . . On the question of staff and human relationships, Mr. Thomas proves that he has approached the problem, both with the incisive analysis of the psychologist and the warm friendliness to which all who know him can testify. . . . Modern methods of marketing are waiting to be applied to the selling of seats as well as frocks and cinemas.

The new Mayor of Woolwich, Mr. Councillor A. E. Jago, is a London Transport employee. He drives a tram on routes No. 44 and 46. The honour is a story of a local boy making good, for the Mayor was born in Woolwich 52 years ago. He has been a member of the Council for the past 14 years. A portrait of Driver Jago will appear in next month's *Pennyfare*.

Brolly for a BOB



The Chestnuts

— and one or two others

HAVE a crack at them anyhow, and if you *don't* crack them, if you find that (as in house-names) things are not always what they seem, or if you prefer a quiet life, you can crib the answers. They are in page 23.

1. In how many different places can you seat five people at the Christmas dinner?
2. If a turkey and a half lay an egg and a half in a day and a half, how many eggs will six turkeys lay in a week?
3. Three booking clerks and their wives on holiday wanted to boat across a stream; the boat held only two; no man was to be left with another man's wife only.
4. Does the top of a wheel turn faster than the bottom?
5. He sold his car for £90, re-purchased it for £80, and sold it again for £100. What did he make on the deal?
6. One A.R.P. candle will burn 4 hours, another 5. How many hours until one is 3 times as long as the other?
7. Motorman, I can tell your age. Write your badge number, double it, add 5, multiply result by 50, add your age and the number of days in the year 1941, subtract the House of Commons membership (615). Show me the total.
8. Two buses with drivers seated were parked in Upton Park garage, one facing north, the other south. Yet the drivers could see each other without turning heads or consulting mirrors. How?

Write three different figures in a line, reverse and subtract. reverse and add, and the answer will be 1,089. Queer!

—AND THIS REALLY HAPPENED

At an inspection of the (L.T.) A.A. Regiment by its Colonel, the Rt. Hon. Lord Ashfield—
COLONEL: Were you with the Board?
PRIVATE: No, sir, against!
COLONEL: What's your grievance?
PRIVATE: None, sir! I won!

Our Prize Party Problem

THE combined ages of our stationmaster and the bookstall boy are 44 years, and the S.M. is twice as old as the B.B. was when the S.M. was half as old as the B.B. will be when the B.B. is 3 times as old as the S.M. was when the S.M. was 3 times as old as the B.B. How old is the S.M.?

The Editor will give 5/- for the first correct solution examined by him. Postcards will do.

"What did the conductor mean, dear? He just smiled sweetly and said, 'Full up, miss, you're one over the eight.'"

MACK, or Mac for short, must have borrowed the idea. Would I take him to a Lost Property sale, one where they give away (almost) all the things overlooked by London Transport passengers? You can get a brolly for a bob, he had heard. What about buying a bundle of 25? Give them for Christmas. One for the char who obliges on Mondays. One, or two maybe, for the missus's white elephant stall, and—

The bounds of benevolence seemed limitless as we ducked and side-stepped on the juice track of Covent Garden.

Mac lost no time. There was a clatter of metal, then an enveloping cloud of white—and Mac looking like a miller (but not *half* so jolly). He had snapped open, and dropped, an attaché case of lost compacts of every shape known to woman (156, the catalogue said) and in consequence exploded an arsenal of face powder. But his mistress had its bright side—it introduced to us an eye-witness, a very knowledgeable person. He smelt of Caledonian Market when the wind's in the east.

Oh, yes, he was going to buy, he said; he was regular. "No, they're not all from London," with a swift glance at a hundred people much like himself. "Why, a Manchester bloke spent 40 quid last time. One comes from Southport to buy bikes, nothing else, 20 or 30 at a time.

"See them 'brellas in the catalogue? Getting on for 8,000, and they go for a bob a time. I *have* seen crutches here, and even a wooden leg. Now how d'you think a passenger could leave a leg on the seat?"

Although I'm with London Transport I couldn't answer that one, and edged towards the front and opened a catalogue. Quickly my eye slid to Lot 743, two bottles of beer and a bottle of Whisky (capital W—how Mac would have applauded the distinction!). But it would be in three hours' time, the last lot but two, sandwiched between tins of milk and flasks of fruit juice. No doubt the author of the catalogue had humour: wasn't the last lot of all "A quantity of patent medicine"? But he had no literary taste, he was callous. Do you know, they slammed down a brimming casket of shimmering silkiness. "What shall I say for a start, gentlemen?" In cold print it was 14 articles of lady's underwear (new).

Gas-mask cases were plentiful, more than 500. They were bundled in 40's. Some fetched 17s. the lot. Waiting for the umbrellas, I amused myself totting up the gloves. 4,372 pairs, and 600 single (right or left? the catalogue didn't say). They were packed in attaché cases—the buyers get these buckshee. Cases of 40 pairs sold for 15s., some for more. In less than 5 minutes a thousand misfortunes (two thousand if you count gloves singly) were minted in £ s. d.

As the auctioneer rapped his hammer, each case was flung plonkety-plonk down a steep chute to a basement: the buyers have to claim them later. It's like one of those riotous helter-skelter things that shocked Aunt Lucy at Wembley in '24. There's a sack of something soft at the bottom, a buffer. I bent over to make sure of that, and as I avoided the next throw Mac, jumping back too, knocked my old bowler spinning after 9,344 gloves.

Mac does laugh loudly

We drifted to a tavern where Covent Garden porters were exhibiting, frothily, the amplitude of the English tongue.

Mac spoke, too. I know his technique "This one's on me," he said (fumbling).

"And this one's on me—and it fits," said I, seizing his new Anthony Eden from the hat-rack. And before I fled, "Oh, that catalogue you borrowed was out of date—they sold the last umbrella before we got there!" A.G.C.



The Pick of the POSTBAG

The More We Are Together

THERE are 8 L.T. employees here, and we appreciate the Board's generosity. Compared with the last war we are better fed and more is being done for our welfare.

Sgt. A. W., ex-Leyton Garage, R.A.F., France.

Won't Change Jobs

The Board's intention to bring up Army pay and allowances to the normal civil pay means to me, and other London Transport men out here in France, more than I can express. Once I get home again and back to the Board I won't change jobs with a duke, even if he asks me. Thank you [the Board] for your magnificent treatment.

F.W.F., Hemel Hempstead Garage, with the R.A.S.C.

A Wife Writes

Reading through *Pennyfare* I could not help feeling that the Board is going a long way towards winning the war on the Home Front by their consideration for the wives, mothers and children who are left behind. I am sure the men are all very grateful, and proud to be in the employ of the Board. I am indeed grateful of my good fortune in being paid by the Board.

Mrs. L. Richardson, Hanworth.

Dodging Dogs — and Rock Cake

As a pensioner I was recommended by the Board to do the Registration for Bookham. Some of my clients were blind, some deaf. I did my best to help all, although I was supplied with more tea than I could drink, home-made wine of doubtful vintage, and several types of rock cake. The job of identity cards for a household of 65 was in itself tremendous, and from day to day I dodged numerous dogs—but I enjoyed it all.

W. Hurford, Great Bookham, late M.D. Rly.

Grand Hotel (French Style)

How thrilled I was to receive the old Mag. God bless it! You can bet your tin hat I read every word, and now it is going the rounds. Send me a de luxe model, and I'll give it Adolf personally! I have been in hospital for three weeks, a slight hit in the head, concussion, and now am in a convalescent home, a first-class hotel at the sea with private bathroom. The scenery is glorious, reminds me of Devon—Nature has upset her paint-box. And food is cheap: a six-course supper costs 1s. 6d.

R.E., late Welfare Dept.

Carried Magnanimously

Some of us in the Met. Harriers would like to tell *Pennyfare* how much they enjoy its accounts of sport and society. At least one of our most enthusiastic members declares that, with *Pennyfare* for company, a run is not a run—it's a pleasure. Herewith a sketch of this member on a run: he's the one of the trio who looks like the Titan of the team.

Full Cry, Tooting.

Ta for this tootle of testimonial, Tooting. Glad to see that, like a sporting aunt, you're still running.—Editor.



Conductors Learn to Drive

IN order to replace drivers needed for ambulance and defence work, nearly 1,500 conductors are learning to drive London's buses. About half of them had never driven any motor vehicle before, but already over 700 have passed both the "LT" and "STL"; 450 others can drive one type.

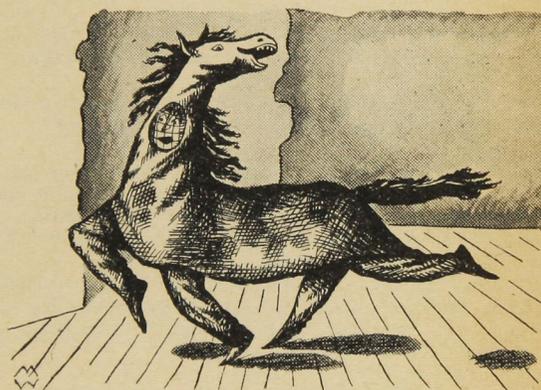
In the Central Bus Section, where 1,301 men were registered for training, the attendance of so large a number at Chiswick Training School was avoided by forming 23 local "driving schools." Under the Chief Instructor (Buses and Coaches) an inspector-instructor is in charge of each "school," and there are 145 driver-instructors.

On Country Buses 7 inspector-instructors, assisted by 11 driver-instructors, are training 178 conductors.

The Chief Instructor (Buses and Coaches) tells *Pennyfare* that the learners are proving apt pupils, and if keenness means anything they should do well. Latest figures show that 2,138 driving tests have been conducted and 1,709 learners (or nearly 80 per cent.) have passed.

Petrol-rationing created another problem for the training school, in the withdrawal of "ST" buses and their substitution by "STLs"; 22 instructors had to teach 2,551 drivers on "STLs" in just over a month—and did it.

Still evacuated from "55" and more efficiently camouflaged than ever,



the *Pennyfare* staff send all readers their best greetings for Christmas and wishes for the New Year

25 Years Ago

From T.O.T. Fortnightly News: Dec., 1914, and Jan., 1915.

It froze hard on Christmas Day, snowed on Boxing Day, and thawed on Boxing Night, and then rained hard. says Sergeant P. W. Collins, District Railway. "My company had to dig a trench and was sniped at all night long."

Football with Fritz! Pte. G. Ranger, Ealing Common Works, says his regiment, the 1st Royal Fusiliers, had bully and beef in billets on Christmas Day. But they kept their spirits up and actually challenged—and played—the German soldiers at football: the ball was one presented to one of Ranger's chums by the *Daily Mirror*. The teams had a friendly chat and exchanged souvenirs, yet a real war ("a rather big fight" was in progress elsewhere along the front.



HCB

This A.A. Battery Shot the Moon

Hush-Hush House,
Kiddenham.

S ————— E I N E ————— D.

SIGHTING Major G. W. Wills' battery, second of our four anti-aircraft batteries, was a near thing, for half of it was under sudden orders to move. The one-time fitter who stopped me from trespassing on W.D. property, satisfied with my *Pennyfare* credentials, warned me to follow the widest cart-wheel track in the mud. I smiled back at the sentry. "H.Q.'s at the end," he added.

"Well, you've come at a nice time," commented Captain Fernyhough, the Battery Captain, in the temporary absence of Major Wills and Captain Wilcox. "We're packing-up tonight. Still, we're glad to see *Pennyfare's* military adviser—we're short-handed." He looked at the sergeant-major. "Get him some gum boots. Keep him busy," he barked.

The Captain screwed his eyes grimly. I took the hint—and fled to the rank and file.

Having made six household removals in three years, I thought I was an old hand at the green-apron game. Mind you, I've always done my moving in daylight . . .

At six on a November morning the camp was astir. An air of expectancy floated above the rising mist and the smell of frying bacon. Was it France at last? I trudged around with a flash lamp, stumbling over pyramids of kitbags ready for loading. Staccato orders pierced the blackness. For a moment I thought of a certain morning on the Somme, when . . . "Hi! clumsy," roared a voice, "where d'yer think you're going!" I had cracked my shin over the sergeant-major's box of pets, two guinea-pigs, Adolf and Rib (so they said). I hopped away.

Dawn came at last, and with it the realization that the men were all present and correct for the road. Through the corner of one eye I spotted a corporal's bottle, water, hot, for the use of. This "War Comforts Scheme's" a jolly good idea, I opined.

I joined a squad to collect the guns and apparatus "That's a predictor," explained the sergeant as something like a huge camera with coils of cable was hoisted on a lorry. "No, it can't predict the result of the 3.30. It helps the gun-crews to find the right target. Now, if only it could do that for my darts team . . ."

It took us three hours to get to the spot marked XYZ14 on the map, but it was a joy ride for our (late) bus drivers, who had orders not to stop en route. True, habit caused one Jehu to slow down at some Request stops, but good headway was maintained.

At our new billets the guns were towed in, and then pushed over the soft turf by a six-wheeler towards the gun emplacements. Finally, they were man-handled by squads of 20 or 30 men with ropes and manoeuvred into position.

It was now two o'clock in the morning—yes, I mean the next morning. The battery had been hard at it for 17 hours, with a few breaks for meals at any old time. Guards, however, had to be mounted and gun-crews ordered to stand by.

(Continued in next column)

They Hold the King's Commission

The C.O. of our A.A. Regiment announces the following:

Promotions. From Captain to Major: H. H. Farthing, grade—Garage Engr., office—Divl. Engr. (Buses and Coaches); G. W. Wills, Clerk. Schedules Supt.; S. P. Briggs, Road Supt., and S. Turner, Insp., Operating Manager (Central Buses). Lieutenant to Captain: E. K. Godley, Insp., Operating Manager (Central Buses); to Acting Captain: G. L. Wilcox, Insp., Operating Manager (Central Buses). 2nd Lieutenant to Acting Captain: H. J. Jones, Divl. Controller, Welfare Supt.; G. Fernyhough, District Supt., Operating Supt. (Country Buses and Coaches), and A. E. Gough, Divl. Controller, Welfare Supt.

Firs. Appointments to Commissions. Battery Sergeant-Major to Lieutenant (Acting Captain): A. W. Sawyer, Driver, Operating Manager (Central Buses); Sergeant to Lieutenant (Acting Captain): G. V. Rockett, Condr., Operating Manager (Central Buses) and T. Cronin, Condr., Operating Manager (Trams and Trolleybuses). Sergeant to 2nd Lieutenant: B. Suggitt, Junior Law Clerk, Solicitor (Conveyancing); Bombardier to 2nd Lieutenant: W. Reekie, Clerk, Stores Supt.; Lance-Bombardier to 2nd Lieutenant: W. D. Smith, Schedule Compiler, Schedules Supt.; Gunner to 2nd Lieutenant: C. E. Evans, Clerk, Assistant Secretary; R. E. Harris, Clerk, Commercial Officer; G. A. Griffiths, Insp., Operating Supt. (Country Buses and Coaches).



Lord Ashfield, Colonel of the Regiment, and Lt.-Col. Richardson, the C.O., for whose photographs *PENNYFARE* thanks Mr. A. H. Hawkins

6d.-a-Week Flyer

The award of the O.B.E. (Military Division) to Flying Officer Reginald C. Graveley, R.A.F., announced on November 14, was an honour that brought distinction to the Central Buses Flying Club, of which he was a member before joining the R.A.F. with a short-service commission in 1936. Before then he was a clerk

in the Operating Manager's Office (Central Buses), at 55, Broadway. A keen photographer, he was among the prize-winners in *Pennyfare* photograph competitions. He learned to fly for 6d. a week, the subscription in the Busmen's Flying Club.

He received his medal for going to the rescue of companions trapped in a blazing plane which had been shot down by an enemy fighter in France in September. He himself was badly burned.

This done, the remainder of the Battery moved into the forsaken rooms of a millionaire's country house. But even as they settled down I overheard the men talking of a football match to be played next day for 44 pints of mineral water. (Query this.—Editor.)

Captain Fernyhough and the sergeant-major saw me off, the latter making sure that I hadn't scrounged his guinea-pigs. But I had the last word. As I said goodbye, I hissed "How can a guinea-pig show he's pleased when he hasn't a tail to wag?" The sergeant-major turned to the guard and raised a menacing hand. I seized it—and retired in good order.

[Next month our Military Correspondent will pry into the secrets of yet another of our very own batteries.]

Bakerloomore

BAKERLOO line trains were projected to Stanmore on November 20, only a few weeks later than the original date, providing direct connection between the Metropolitan line and the heart of the West End.

From Stanmore there are 7 Bakerloo trains an hour, and 14 from Wembley Park in peak periods.

Statistics? Between Stanmore and Baker Street 3,000 workmen cut a 2½-mile tunnel, built or rebuilt stations and tracks, and laid 430 miles of cables. The cost was 3½ millions. In addition, 538 new signals were fitted, 6 signal cabins erected, and 2 fly-under junctions constructed at Wembley Park. When the two years' job is completed, and new rolling stock in use, the bill will be 5½ millions.

Just a part of the 40 million programme undertaken jointly by London Transport and the main line companies.

In a letter to Lord Ashfield the Minister of Transport (Capt. Euan Wallace) sent congratulations on the completion of the scheme and added: "The fact that this scheme, in spite of delays and difficulties caused by war conditions, has been finished within a few weeks of the scheduled time reflects the greatest credit on all concerned."

In reply the Chairman said: "I shall be pleased to convey your message of congratulations to all concerned, and I know they would wish to join with me in sending thanks to you for your kind message."

The Omnibus Brigade

Under this heading the *Daily Telegraph* writes of the efficiency of the London bus services in the black-out:

The skill and nerve displayed by drivers in piloting their buses through the Egyptian darkness must command admiration. The conductors, too, merit their meed of praise. Those much-harassed men unflinchingly keep their temper and their head. Decidedly, busmen have acquired merit in these testing times. . . . It is not as if busmen had gone through a period of preliminary training in war-time service. They have, as it were, passed straight from their peaceful avocations into the firing-line.



—and he's so judicial too



As a war-time effort vegetables are to be planted on the embankments of our Railways.

SO all day long at Ealing now They tend the gardens with a plough. But, oh, the glories we have seen Flaunting the banks of Walham Green. Where antirrhinums paved the way For the more august display, And all those Park Royal plots that were Abandoned to eschscholtzia. The future cannot look but dark When wurzels grow at Wembley Park

Ruislip gardeners sniff the air (There's lucerne greenly growing there) And ponder whether sugar beet Should alternate with early wheat. At Kensington the hoe unfolds Dim, obsolescent marigolds, At Kilburn, at the end of day, The porter-ploughman plods his way, Leading his weary horses home Fetlock deep in London loam.

And what of the doings of the night, By lantern's unofficial light, When seats and platforms cease to be To earn an acre's subsidy? At Rayners Lane the waiting-room Is used for seedlings in the gloom, Where central heating will not hinder The passionless sprouting of the winter. There, too, the plaintive porter chants Not "Mind the doors," but "Mind the plants."

YOU'RE WANTED



Pennyfare wants you to contribute to its pages, to write, photograph or sketch.

Pennyfare is the only war-time publication designed to keep you all in touch, whether you are at home or abroad.

Pennyfare address is now Shepherds Bush Station (Central Line), W. 12. SHEpherds Bush 5717.

What Are These New Plots?

A Grow-More-Food battalion, employees of London Transport, has attacked the railway embankments and empty sites owned by the Board. A paragraph in *Pennyfare* preceded the advance. Weapons of peace, if not ploughshares, are being used. With spade and fork 850 men who drive trains, or pens, or who punch tickets, or nails, are occupying 24 acres of the land available, apart from the station shrubberies and flower beds. The High Command, otherwise the Estate Office, is letting each man clear a plot half as big as a tennis court, and charging a nominal sum for the privilege. Quickly the gardening battalion entrenched, High Command first pegging out with 3,000 stakes, and now that digging has begun the fruits of victory are awaited in 850 kitchens, more even than that, sometime in 1940. Meanwhile 1,000 old campaigners crouched over 30 acres are wishing their new chums luck.

B. RUSSELL SPROUT.

The Grow-More-Food movement is commemorated by highly imaginative—even prophetic—verse on this page

8,000 Will Feel Safe

By mid-February half-a-mile of disused Tube, that part of the original City and South London Tube tunnel between King William Street and the Elephant and Castle, will have been converted into one of the largest bomb-proof shelters in the country. Southwark Borough Council are "borrowing" the tunnel from London Transport: it was abandoned 40 years ago. Features of the shelter will include a depth of 80 feet, 8 entrances, air-conditioning, first-aid posts and seating room for 8,000, all at a cost of £40,000.

This song, although it may abound In ideas for the Underground, Can little show the shape of things To come in agri-transport Springs Or what a stationmaster means When clad in earthy velveteens. Can any voice or any pen Foretell the utter splendour when Oats and rye and barley serve To glorify the Cromwell Curve?

A.B.B.



But you can't eat it

RECREATION NEWS FROM THE HOME FRONT



Central Buses

ATHLETICS. A three miles cross-country team championship, starting from the central sports grounds, will take place on January 28.

BOWLS. A record season, during which all five trophies changed hands, was reviewed

at the sixth annual general meeting on November 13. Officers elected were:—*Chairman*—W. Kingsman (Sutton); *vice-chairman*—F. H. Stacey (Bromley); *hon. secretary*—H. Coombe (Tottenham), 247a, West Green Road, Tottenham, N. 15; *assistant and match secretary*—A. Foster (West Green), 50, Keston Road, West Green, N. 17. Prizes will be presented at a social evening at the Feathers Hotel, Westminster, on January 26. (Admission 1s.)

FOOTBALL. The representative team are paired with Walenders F.C. (West Ham Labour) in the first round of the B.W.S.A. competition for the "Elias" Cup. Merton Generals beat Wandgas F.C. 4—3 in the first round of the Sutton Hospital Cup. A Cheam XI lost 2—1 to a team from the L.T. A.A. Regiment. The central sports grounds are available for friendly fixtures. Permits from Section Secretary A. J. Graham, No. 6, "N" Block, Clapham Junction Estate, St. John's Hill, S.W. 11

BILLIARDS and SNOOKER. In league competitions, billiards matches will be decided on the aggregate score for four individual games of 150 up, and snooker matches on the aggregate for three games of two frames each. Clubs have been allocated to the following groups:—(1) Alperton, Hanwell, Hounslow; (2) Willesden Hendon, Cricklewood; (3) Chalk Farm, Tottenham, Holloway (snooker only); (4) Bromley, Elmers End, Camberwell. Mortlake and Merton want a third team to complete their group, and two other entrants, Potters Bar and Barking, will be difficult to fit in unless some of the neighbouring clubs can be roped in. Entries to E. J. Blatch, 6, Buller Road, Kensal Rise, N.W. 10.

INDOOR GAMES. Matches to be of 24 games—three each of single dominoes, double dominoes, single cribbage, double cribbage, darts (individual, 301 up), draughts, whist and shove-ha'penny. Twenty-four games, at least one in each set, must be decided to complete a match, but if the three games in one set cannot be played, additional games from another set may be substituted. Each club must play at least two matches (home and away), local secretaries may arrange own dates and times. To minimise travelling, the 51 garage clubs have been split up into 15 territorial groups. All enquiries to Section Secretary C. Macdonald (Camberwell), 23, Saltoun Road, S.W. 2.

G. E. Law, Hon. Gen. Secretary.

Country Buses

WINDSOR garage have been entertaining. First, 100 men of the Guards regiment were the guests of the Sports Club at a social evening. Items were given by Miss Addie Ballantyne, Messrs. Penrose, Tatler, Thomas and Dunbar. Then, in co-operation with the musical director of the Royal Horse Guards, Dep. Insp. Thwaites and Mr. Matthews arranged a concert at Combermere barracks. Miss Ballantyne, Mrs. Matthews, and Messrs. Penrose, Tatler, Thomas, Dunbar and Matthews were club members who assisted, and thanked by Col. Lane Fox.

District Line A.A.

Mr. Targett reports more than 40 lb. of fish weighed in at the November's ANGLING match. Prize winners: 1, Clare; 2, Parsons; 3, Harding; 4, Barter. Here's a little reminder All the boats are available for members' use. **FOOTBALL (TRAFFIC)** has re-started, says Mr. A. E. Portsmouth, the hon. secretary. He invites players to get in touch with him.

H. W. Holloway, Hon. Gen. Secretary.

'Met' Ambulance Centre

On October 26, Mr. Evan Evans, our President, presented long service medals of the Order of St. John to Corps Surgeon D. L. Crowe, Corps Supt. J. A. Gravestock, Corps Officer H. R. Pitcher, Div. Supts. H. Alder, H. S. King and E. Baker, Sgt. C. P. Langdale, Corp. W. Harper, Hon. Sgt. J. Denman, and Pte. F. Whitley, on completing 15 years' efficient service in the Brigade.—H.R.P.

M.R.O.C.A.

The annual re-union dinners have been cancelled. The Committee, however, have decided that subscriptions continue. Future arrangements to be discussed at A.G.M.—W. R. Squire, Hon. Secretary.

Tram and Trolleybus Central S.A.

The Officers and Committee express good wishes to all members of our own and kindred Associations whether abroad or at home. **ANGLING.** Secretary J. B. Mills writes:—Competition results: No. 9.—1, B. Mills; 2, W. H. Grainger; 3, Mr. Trent; 4, H. Langton. No. 10.—Winners—Hampstead, 1, Mr. Russell; 2, Mr. F. Green; 3, Mr. Neate. **CHARLTON.—Boxing.** Secretary W. Waters reports the gymnasium open for training on Monday evenings from 4.45 to 6.15.

F. Clifton, Gen. Secretary.

L.T.A.S.S.A.

SUBSCRIPTION. At the extraordinary general meeting on November 14, the subscription was reduced to 1d. per week, effective from November 26, while the use of Osterley is restricted.

FOOTBALL. Mr. W. Duke, Pay Rolls Office, Baker Street, will be glad to hear from players. **TENNIS.** Hard courts are available on Saturdays and Sundays. Teas and a temporary bar on Saturdays.

H. Newman, Hon. Gen. Secretary.

LATEST COMMUNIQUE FROM THE L.T. RIFLE CLUB



"We're just going to keep going"

In Memoriam

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

- (40 years) Dvr. A. H. Harding, Catford.
- (39) Dvr. F. G. Atkins, Holloway; (31) Ptsmn. F. K. Scrivener, Holloway; (30) Dvr. H. G. Hales, Camberwell.
- (28) Dvr. W. R. Hutchins, Stonebridge Park; Cdr. C. G. Pascoe, Turnham Green; (27) Cdr. E. J. Parkes and Dvr. T. Wilson, Old Kent Road; (25) Gen. Hd. F. H. Gilchrist, Hackney; Car Ftrr. A. E. Bridge, Edmonton; (24) Ast. Cftsmn. J. Griffiths, Chiswick; (20) Dvr. V. E. R. Lacey, Upton Park; Wshr. R. Behr, Stamford Hill; Clnr. C. H. Bunting, Edmonton; Un. Ad. J. E. Brunsden, Hammersmith.
- (17) Cftsmn. J. Legg, Chiswick; (16) Cdr. A. H. Smith, Catford; (14) Gen. Hd. H. Grove, Battersea; (5) Cftsmn. D. A. Heaney, Chiswick

Staff Retirements

- (47 years) Dis. Inspr. E. P. Taylor, Leyton;
- (46) Inspr. G. Riches, New Cross; (43) Cdr. J. E. Payne, Streatham; Dvr. R. B. Silman, Battersea; (42) Pl. Shfir. H. Churchman, Poplar; (40) Ptsmn. J. W. Wiltshire, Camberwell; Lgthmn. W. J. Gilbert, P.W. Dept. (D.L.).

- (39) Inspr. A. J. Mumford, Leyton;
- (38) Ptsmn. G. B. Taylor, New Cross; (36) Dvr. W. Smith, New Cross; Dvr. A. A. Sexton, Hanwell; (35) Dis. Inspr. F. A. Goddard, Thornton Heath; (34) Cdr. C. F. Somerset Cricklewood; (33) Dvr. L. House, Croydon; (32) Cdr. T. G. Lynn, Chalk Farm; (31) Cdr. B. W. Rollings, and Cdr. J. J. W. Harcum, Chelverton Road; Inspr. A. J. Nichols, New Cross; Cdr. H. C. Gilson, Dalston; Inspr. F. Ridgley, Charlton; (30) Dvr. G. H. White, Holloway.

- (29) Gn. Hd. J. King, Catford; Dvr. A. J. Oliver, Dalston; Dvr. W. R. Murrant, New Cross; (28) Dvr. C. H. Pilborough, Turnham Green; (27) Dvr. S. Ward, Hounslow; Gn. Hd. G. Studman, Holloway; Cdr. C. E. Newick, Enfield; Un. Ad. J. Snelling, Battersea; Dvr. G. W. Mottley, Camberwell; (26) Clerk C. Gunston, Claims Agent; Cdr. C. R. Kenworthy, Tottenham; Ptsmn. G. H. Hays, Leyton; Insp. of Gar. Wdms. G. Harding, Cricklewood; Dvr. D. Birrell, Camberwell; (25) Gar. Wdn. F. Beesley, Cricklewood; Dvr. J. A. Flaxman, Battersea; (24) Dvr. J. T. Wood, New Cross; (21) Dvr. F. Bramley, Seven Kings; Claims Inspr. H. E. Jamieson, Claims Agent; (20) Dvr. P. H. Smith, Sidcup; Ptr. A. Hill, Moorgate; Un. Ad. C. Twitchen, Chelverton Road.

- (19) Gn. Hd. L. Croxson, Chelverton Road; (18) Cdr. A. E. W. Robinson, Camberwell; (17) Dvr. A. F. Bellett, Hackney; (16) Dvr. H. Cherry, Hanwell; Gn. Hd. J. Stuteley, Hounslow; Cdr. H. A. Miles, Middle Row; Dvr. R. A. Towersey, Enfield.

The Chestnuts

See Page 19.

1, 120; 2, 28; 3, A and Mrs. A go, A returns. Mrs. B and Mrs. C go, A and Mrs. A return. B and C go, B and Mrs. B return. A and B go, Mrs. C returns. Mrs. A and Mrs. B go, C returns to collect Mrs. C; 4, On ground, faster, on shaft, not; 5, £20; 6, 3 7/11 hours; 7, The last 2 figures are your age, the others your badge number; 8, The buses are head-on.

PHOTOFARE

War-time activities of the staff of London Transport through the eyes of the Cameraman

All the pictures except "Volunteers" are exclusive to "Pennyfare"



"East, sou'east for Plumstead, sir, and steady as she goes." A weatherscape on the tram route at Camberwell Green

VOLUNTEERS. Bus drivers have been asked to train our mechanized Army to drive, and the group shown here quickly said "We'll show 'em"



FILLING-UP—NEW STYLE. Owing to petrol rationing, some buses are now running on gas generated from anthracite on a trailer. Here is the gas-making plant being re-fueled



HERE'S GOOD HELPING! It was tasting-time in the canteen kitchens of London Transport, where they boiled more than 10,000 puddings, of which 7,500 are to be a present from the home staff to the staff away on service this Christmas



AH! PLOTTING, no doubt. In other words, marking-out the claims of our vegetable growers on the Underground's uncultivated borders. Preparation and—



SOCKS. That's the stuff to give the troops. Especially if the socks are knitted for them by War Comforts Unlimited. But please read the front page again



—**ANTICIPATION.** Evidently they see next year's crops already