UNDERGROUND

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No. 86 Volume 8 No.2 February 1969.

FURTHER NOTES ON THE VICTORIA LINE.

As has been said before in these pages, the Victoria line stations and trains generally give a good impression, but using the line fairly regularly since its opening has brought to light certain shortcomings and oddities that should perhaps be placed on record.

1. Interchange Facilities

a). Warren Street - to change from Northern Line to Victoria Line involves going up a flight of stairs, up one escalator and down another (much longer) escalator. Obviously designed to encourage interchange at Euston!

b). Finsbury Park Any interchange from Northern (Victoria or Piccadilly) to South-bound (Victoria or Piccadilly) involves ascending a big flight of stairs, walking through a passage way and then descending another flight.

c). Seven Sisters For Eastern Region passengers the staircases from the new booking hall come out onto an uncovered platform - the canopies are at the far end of the platforms.

2. Policy on Low-Level Station Signs

a). It seems that the policy is to avoid mentioning the names of interchange lines along the station tunnel walls, and to confine such names to signs at right angles to the walls - obviously a retrograde step.

b). Presumably following the same standardisation policy, the tunnel walls at Seven Sisters do not elucidate what streets

can be found at either exit, but at the mid-point of the platform the "Way Out" arrows change direction.

C). At Finsbury Park, it appears that the Victoria Line signs to the Piccadilly showed "westbound" and "eastbound", but paper stickers have been placed over these to read "southbound" and "northbound". One wonders if any change has been made at Bounds Green, where "westbound" trains proceed south-east!

STOCKWELL & CLAPHAM COMMON ESCALATORS

E. Shaw.

On 16 March 1923, an agreement was signed between The City & South London Railway and Waygood-Otis Limited for the supply and installation of 4 escalators complete at a cost of £34,865 for Stockwell & Clapham Stations - 2 each.

Those at Stockwell rose 37 feet with the Up machine having cleat steps and comb landings capable of conversion to plain steps and straight lower and shunt upper landings. The Down machine had plain steps with shunt landings, convertible if necessary to cleat steps and comb landings.

All four escalators were 4 feet wide between balustrades with a slope of 30° with the horizontal, moving at a speed of 90 feet per minute with a motor terminal voltage of 575, and capable of operating in the reverse direction.

Step treads made of wood with the balustrading and panelling being of polished teak.

Safety devices were built in to prevent the escalators operating in the wrong direction to that intended. A stop switch in the event of the main chain breaking, a pendulum type governor to stop them if the speed increased by 25% over normal, a friction brake, and the usual emergency switches for passenger or staff use.

THE JOINT'S LAST CASE

John Reed

The Great Central has long gone, LT have evacuated their p.w. trains from the northern end, tidying-up has been done; the M.&G.C. seems to have entered a period of comparative calm, so this will be the last of these articles

giving the current general picture on the former joint line, with emphasis on the northern half.

Verney Junction is flat; all that remains are the platforms and the brick-built entrance and booking-hall. A.B.R. minibus is often parked on the Met. trackbed, so it could be that the hall has been retained with a view to use as a p.w. hut. It will need much attention however, as it has not long ago been burgled and ransacked. The station master's house and the other railway houses are empty but happily are undamaged, and the land formerly occupied by the Met. goods yard and running lines east of the station have been fenced off, believed sold. It is difficult to believe that as recently as 1963 the "Chiltern 200" railtour passed over this site, on over the vanished bridge No. 198 and down to Winslow Road! It will be interesting to see whether the name "Verney Junction" will survive officially as the name of the district; in the replacement bus timetable the nearby pub was referred to as the "Verney Arms, East Claydon".

The section north of Quainton needs little comment save that the farmer who sought permission to fill the cutting in has, at last, had it granted, and to note that this part of the A.& B.R. will soon be more or less as it was 100 years ago before construction commenced, apart from a few bridges and earthworks. Bedraggled Quainton Road itself awaits the result of the LRPS bid to purchase; optimism must reign as L.44 has already appeared on the Aylesbury industrial sidings together with a saloon coach and a rake of Midland goods vehicles. One line is in use through Quainton for the Aylesbury-Bletchley freight trains; both lines see regular traffic from the vicinity of the International Alloys factory southwards to Aylesbury, but there is no physical connection between them. The layout at Aylesbury itself was remodelled with dramatic swiftness; as an example, on Friday morning the lights of the North signal box shone brightly as usual, yet tracks were in position over the site the same weekend! The former down main line is now in effect an elongated siding from the bulk coal-depot to the north end of the goods yard. All trains to and from the goods yard must call at the passenger station en route, the single-line staff being

exchanged at the inspector's office on the platform. Both former main lines have been resignalled to allow departures in either direction. The former Met. bay is still the regular road for the diesels to Marylebone; the ex-main line through Platform 2 sees mostly freight and parcels trains; Platform 3 is used to set down passengers when the bay line is already occupied, and Platform 4 still caters for the negligible traffic from the G.W. route. Aylesbury South box still retains the "South" and is externally unaltered. A two-lever ground frame has been built at the end of Platforms 3/4, and given the title "Down Passenger Loop Frame". Its nameboard is of wood, with screwed-on letters, and is painted white-on-black. Nearly all local signals have been replaced, in fact the oldest specimens now extant are earlier standard semaphores and a solitary post-war LNER standard disc. All new signals are, of course, standard BR semaphores or discs and are fitted with an improved, more brilliant, type of oil-lamp. One of the discs has already acquired a GCR weight, continuing the tradition of hybrid signals! Several of the NEW signaling components are, incidentally, embossed "LMS"!

Stoke Mandeville changes little, except that the car-park, still fairly new, has already been greatly extended to take in the bed of the lone siding, together with most of the old goods yard, road and shed sites. This bigger park is nearly always packed, suggesting a healthy commuter traffic, largely no doubt from the new Aylesbury estates to the south of the town. Wendover likewise is much as it was; a new sign at the station approach announces "Goods shed and Office to Let", and the local coal merchants still use the yard. At Great Missenden, a narrow Stygian tunnel (MR 127) taking a footpath under all the tracks and goods yard just south of the station has been opened up to the sky across the yard site and across the site of the refuge siding opposite, necessitating the further curtailing of the refuge. The tunnel, which was "lit" by signal-type oil-lamps until at least 1961, is now much lighter. A couple of good signals remain here, one GC, one early LNER, plus a GC example so much modified by LT as to nothing in particular.

From Amersham southwards, the Joint continues uneventfully as an ordinary Underground line with few major alterations, but there are one or two matters on which it would be interesting to hear information from local members: that new car-park on the site of Rickmansworth yard, for instance; is it a big white elephant? It appears to be in full working order, but never contains more than a handful of cars; it was equipped with traffic-blue "Stn. Carpark" signs at the entrance which were removed after a few weeks. Why?

Considering the London-Aylesbury line as a whole, we must now await developments with interest, and see which of the many rumours about ownership and services circulating to date are nearest the truth. I think that there are already physical clues worth bearing in mind; on the Aylesbury - Risborough branch, which sees mainly an LMR peak-hour traffic and for long periods has had no booked WR trains at all, the line has remained in the firm grasp of the Western ever since soon after nationalisation. On the Met. route, although LT no longer maintain the Amersham - Aylesbury section, new, permanent "MR" bridge-number plates of standard LT design were provided right out to the (present) LMR boundary as recently as 1963 . . . .

RECONSTRUCTION OF TOTTERIDGE BRIDGE

London Transport announces that a contract worth about £20,000 has been let to William Old (Civil Engineering) Ltd., for the reconstruction of the bridge carrying Totteridge Lane over the High Barnet branch of the Northern Line. Work on the 97-year-old bridge will start shortly.

The present cast-iron girder and brick arch structure is to be replaced by prestressed concrete beams, which will be erected in four stages. Throughout the period of rebuilding which will continue until the late summer, road traffic will be restricted to a single lane in each direction. The work will not affect the Underground service.

The new bridge will be slightly wider than the present one to enable the London Borough of Barnet to realign and widen Totteridge Lane at a later date.

ASPECTS OF UNDERGROUND RAILWAY DESIGN AND EQUIPMENT
DESMOND F.CROOME
Being The President's Address for 1968

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(2) The "Attitude" Of The Lines (Continued)
(c) Shallow Underground And (d) Deep Underground

If local conditions rule out open or elevated construction, underground construction at either shallow or deep level must be employed. On many underground systems, there is a mixture of both types; for example the Paris urban network is mainly at shallow depth, but has some deep sections for river crossings and at a few other points; the London tube network is mainly at deep level, but has some shallow sections where the tube lines come out into the open (e.g. north of Morden) or approach the surface (e.g. at Redbridge).

"Shallow" construction normally implies a double track rectangular or elliptical tunnel or covered way, built in brick, masonry or concrete, and "Deep" construction a circular single track tunnel, built with a tunnelling shield, and lined with cast-iron or concrete segments. The first London shallow lines were pure "cut and cover", i.e. a wide trench was excavated, the sides supported by timber, and the brick walls and brick arch built in the open air. With later lines, each wall was built in its own narrow trench, and the centre section excavated later, to avoid damaging neighbouring buildings. In Paris, the method of "galeries boisees", with the use of pilot tunnels and timber roof shoring, avoided disturbing the road surface; with the newer Milan method of construction, bentonite (a firm, sticky volcanic clay) is dropped into the wall-trenches and supports them until displaced by concrete, so that road traffic needs to be disturbed only during the excavation down from road level to the tops of the walls and the construction of the tunnel roof. The Milan method, although involving greater disturbance of the surface than the Paris, appears to be far more adaptable to mechanisation.

Members will be familiar with London tube tunnelling methods developed from the plain Greathead shield, via the Price rotary excavator to the modern drum digger shield. In Moscow, where

the tunnels are about 18 feet in internal diameter compared with about 12 feet in London, and about 100 to 160 feet down, mechanised tunnelling has been very highly developed, with rotary shields using six cutting heads. A recent development is to use a separate upper section of a shield, forced into the soil at high pressure. This is claimed to allow shallower construction, at twice the speed of deep-level mechanised tunnelling, and at a third of the cost, without compressed-air working or soil-freezing.

With the "Shallow" system, there is normally severe disruption of street traffic during construction, and, in fully built-up areas, the lines must follow the alignment of the streets, some demolition of property may be unavoidable, but the "air rights" for building over the new line are then available for sale. Buildings near to the alignment must be underpinned, and the sewers, pipes and cables below the street must be diverted to other locations. Shallow construction methods are normally less adaptable to mechanisation than deep-level tunnelling, but this absence of the need for specialised machinery means that more tunnel sections can be under construction at once. The overwhelming advantage of shallow construction is the convenience of having the platforms near to street level. This accessibility makes the railway far more convenient for short distance travel, and largely avoids the heavy cost of the installation, maintenance and operation of lifts or escalators. Normally, provision for forced ventilation need be far less elaborate than for deep level tubes.

Tube construction allows much greater freedom of alignment both horizontal (so that the line need not follow streets, but can pass beneath buildings if easements are obtained) and vertical (so that the line can be more independent of surface levels.) Property need not be acquired or disturbed, and excavation can be more highly mechanised, but it needs specialised equipment and labour. During construction, it is more difficult to observe and control soil conditions, and the provision of escalators or lifts entails the construction of additional shafts, which may penetrate the difficult soil strata that the main tube avoids. The service pipes below the street need not be disturbed, except at stations with mezzanine booking halls (i.e. below road level, with stairs down from either pavement).

The choice of shallow or tube construction has hitherto been largely determined by the nature of the subsoil, and the four systems that are predominantly in tube have been constructed mainly in clay or relatively soft rock, i.e.

Chicago - Blue Clay.
Leningrad - Cambrian Clay
London - Blue Clay
Moscow - Fissured limestone
also
Manchester (proposed) - Bunter sandstone

However, whilst Chicago, Leningrad and Moscow chose deep level tunnels because of extremely difficult soil conditions at shallower levels, the reasons for the London tubes are more complex, with political and sociological factors being intertwined with the geological ones. There is the immense veneration of all forms of private property in Britain; the general dislike of comprehensive planning and sweeping improvements; in Victorian and Edwardian days, there was the "laissez faire" attitude that underground railway construction was a matter for private companies instead of municipalities. London had no equivalent of Napoleon III or Baron Haussmann to drive a network of wide boulevards across the city; wide roads give much more scope for temporary diversion of road traffic during construction , and to permanent diversion of service pipes. The combined effect of these factors was that, after the completion of the Circle Line, the Establishment would not tolerate shallow construction by private enterprise across the heart of the central area; the community would not put up with the temporary inconvenience of closed streets (inconvenience willingly borne today in Germany or Sweden or Canada) for the ultimate benefits of shallower and more convenient lines. The presence of the stratum of blue clay beneath London and the development of shield tunnelling allowed an alternative solution, but it is interesting to speculate on the outcome if London's subsoil had been unsuitable for deep-level tunnelling - perhaps a municipal shallow network, delayed for 20 or 30 years?

Another aspect of the history of London's tube network is that financial stringency during construction has not allowed an internal tunnel diameter greater than 11ft. or 12ft. (except

on the isolated and impecunious Great Northern and City) compared with about 18 to 20 feet in the other major systems mentioned above. (16 feet for Manchester). In order to take full advantage of this space for carrying passengers, the trains have had to fit the tunnel like a hand in a glove, and great ingenuity has had to be exercised in using every square inch of the cross-sectional area of the rolling stock. Longtitudinal seats are placed on the boxes where the tops of the wheels come above floor level; all the underfloor space is used for control equipment. Thus there are two breeds of rolling stock, tube and surface, whereas, with larger tunnels, a standard type could be used for the whole urban system.

No room is available for maintenance men to be in the tunnels during traffic hours; so that all maintenance work within the tunnels must be completed in the four to five hours between two traffic days. Bullhead type running rail is retained because of the speed with which it can be removed and replaced. Deep, small-bore tunnels demand comprehensive precautions against the effects of fires, accidents or breakdowns. Tube stock must have end doors (train doors) and a continuous passageway through the train to allow detrainment in either direction; cables carrying traction current between cars are prohibited, and the materials used in car construction must be incombustible, as far as possible. Lighting and ventilation must have alternative power supplies, and it is desirable that the whole deep level system should be fed by a railway-owned power station, to ensure the greatest reliability of supply.

to be continued

BOOK REVIEW

Charles E. Lee; 100 Years of the District; 32pp + 12pp illustrations; London Transport Board, London, 1968; 3/6d; obtainable from the Society.

The latest of Mr. Lee's series of short histories of the Underground lines, published by London Transport during the past few years, this new publication maintains the author's usual high standard of scholarship, and makes extremely good reading. The illustrations are a particularly good selection in this book and they provide very good support for Mr. Lee's erudite text. Highly recommended.

THE LONDON UNDERGROUND RAILWAY SOCIETY

LIST OF UNDERGROUND MAPS NO.1

FEBRUARY 1969.

POCKET FOLDERS 1933-1968

INTRODUCTION

The present "Underground Map" (pocket type) first appeared in 1933. Until then, various forms of maps had been issued by the Underground and Associated Companies, but all were based on a geographical portrayal of the system, using different colours to distinguish between the lines. The 1933 Map, designed by H.C.Beck, was simply a line diagram, using the same colours as before (some were later altered), but not to scale. This, original design lasted, with minor alterations, until 1938, when Beck redesigned the diagram for the 1939 & 1940 editions. The 1941 map was again altered and another new design appeared in 1942 or '3 which lasted until 1953. Beck's final design appeared in 1954 and was used until 1960. Harold F. Hutchison introduced a completely new design for 1961, based on straight lines and 45° angles instead of curves. This design was not popular, being harsh to the eye, and it did not last long. In 1964 Paul E. Garbutt eased the angles into curves to give a more elegant diagram, which is still with us.

Each of these designs was issued in several editions, usually at least two a year. The number of copies printed has steadily increased over the years, the average now being 1 million each year (in two batches).

The following is a list of the known issues, compiled from examples in member's collections. There are several obvious gaps (indicated), and there may be others, but it is hoped that the list will prove useful to collectors.

Amendments to this list will be published in due course, but there is much research to be done on pre-1933 Underground maps and the larger folding maps published between 1933 and 1947, which are now incorporated in the "All System" map entitled "London". It is hoped to publish another list soon, and any member who can assist with information on Underground maps of any period is invited to communicate with the Editor.

DATE	PRINTING NOTE & IMPRINT	PRINTER & DESIGNER		NOTES
VARIOUS TITLES–See Note 1				
	750M–1–33	Waterlow	H.C.B.	1
	630–20M–4–33	Waterlow	H.C.B.	
(c.Aug 1933)		"	"	
(c.Sep 1933)	33–2791	"	"	
(c.Dec 1933)	33–3636	"	"	
(c.Mar 1934)	34–1945.350M	"	"	
"RAILWAY MAP"				
No.2 1934		J.R.&Co.	H.C.B.	2
No.1 1935		"	"	
No.2 1935		"	"	
No.1 1936		"	"	
No.2 1936		"	"	
No.1 1937		"	"	
No.2 1937		"	"	
No.1 1938		"	"	
"UNDERGROUND RAILWAY MAP"				
Number 2 1938	1/7/1938	"	"	3
"UNDERGROUND LINES"				
Number 1 1939	1/1/1939.2036.G	"	"	
Number 2 1939	1/4/1939.2036.G	"	"	
Number 3 1939		"	"	
Number 1 1940		"	"	4
Number 2 1940		"	"	4
Number 1 1941		"	"	4/2
Number 2 1941	741.2780G.300M	"	"	
Number 1 1943	343.587.300M	"	"	5
(No.1 1945)	245.360G.765M.No.1.1945	"	"	
"UNDERGROUND" DIAGRAM OF LINES				
No.1, 1946	146.214G.250,000.	M.C&CO.	"	6
No.1, 1947	146.214G.250,000 (2R).	"	"	
"RAILWAYS" DIAGRAM OF LINES				
No.1, 1948	146.214G/4M (4R)	"	"	
June 1949	449/858M/500,000	J.R.&CO.	"	
June 1949	449/858M/500,000	"	"	7

DATE	PRINTING NOTE & IMPRINT	PRINTER & DESIGNER		NOTES
JAN 1950	449/858M/500,000	J.R.&CO.	H.C.B.	
JANUARY 1951	1050/2438Z/1000M.	"	"	8
JANUARY 1953	852/1541Z/500M.	"	"	
JANUARY 1953	453/923Z/250M(R)	"	"	
JANUARY 1953	1253/2563D/250000/2 Changes	"	"	
1954	754/1505D/350M -754/1545D/100M	"	"	
1955	355/542D/500,000	"	"	9
1956	256/352M/200,000	"	"	
1956	656/1427D/300,000	"	"	
"UNDERGROUND"	DIAGRAM OF LINES			
1957	1156/2672D/1,000,000	J.R&CO.	H.C.B.	
1958	158/51M/250,000	"	"	
1958	658/1307M/250,000(R)	"	"	
1958	858/1783M/500,000(R)	"	"	
1959	359/582Z/500,000	"	"	
1959	859/2100Z/500,000	"	"	10
1960	360/595Z/500,000	"	"	
1961	860/1973Z/500,000	"	H.F.H.	11
1961	561/1522Z/500,000(A)	"	"	
1961	561/1524/Z/500M.(9/61)	"	"	
1962	262/566Z/500,000(R)	"	"	
1962	962/2727Z/250,000(R)	"	"	
1963	163/115Z/1,000,000	"	"	
1964	364/834M/500M	"	P.E.G.	12
1965	165/184Z/1,000,000	"	"	
1966	266/5052/1,000,000	"	"	
1966	-	"	"	13
1966	866/2378Z/500M(R)	"	"	
(No Date)	866/2378Z/500M(R)	"	"	
(No Date)	867/2290Z/500,000	"	"	
NO.1-1968	168/167Z/750,000	"	"	14
No.2-1968	168/169Z/250,000	"	"	15
(No Date)	-		"	16
(No Date)	-		"	17
No.3 1968	168/171Z/250,000	"	"	18
No.3 1968	-	"	"	19
No.3 1968	-	"	"	20
No.3 1968	168/171Z/250,000	"	"	21

NOTES TO THE ENTRIES

1. The first edition was entitled "Map of London's Underground Railway". Other editions in this section were entitled "Underground Railways of London".
2. Colour coding for the lines altered to the present one.
3. The back of the map was changed radically, becoming dominated by a red and black design.
4. Diagram printed in one colour only, sepia.
5. "1935 programme" extensions no longer shown.
6. New design for back of map. Proposed extensions reappeared.
7. As above but overprinted on diagram with reference to Loughton-Epping section open and renaming of Chigwell Lane.
8. Central Line shown open to Ongar; all other uncompleted extensions, including Camberwell, disappeared.
9. Grid and station index introduced.
10. Stations with Car Parks indicated.
11. Diagram completely redesigned by Harold F.Hutchison.
12. Diagram redesigned again, by Paul E.Garbutt.
13. "World Cup" issue, printed on thin paper, with no grid or index, for distribution in a folder showing how to travel to Wembley Stadium.
14. Revision to diagram-lines thinner and smaller typeface.
15. First pocket diagram to show Victoria Line; Walthamstow-Highbury open, under constructor to Victoria. Issued 31.8.1968
16. As No.2 1968 but no grid or index. Emergency stock, on paper with blank reverse.
17. As No. 3 1968 but no grid, index or overprint. Emergency stock on thin paper with blank reverse. Issued several weeks before the proper revision of same map and before Highbury-Warren Street section opened.
18. "Victoria Line Stage 2. King's Cross-Euston-Warren Street. opens December 1" prominent red overprint on cover. Issued during week prior to opening of extension.
19. Exactly the same as previous issue but printing note & imprint ommitted. Issued during week after opening of extension.
20. As last two issues, but without overprint on cover; and without printing reference. Issued 14th December 1968.
21. As above, but with printing reference; issued 21.12.1968.
22. Marks the end of the pre-war extensions, the Northern Line bring extended to Mill Hill East.

GENERAL NOTES

A. Abbreviations used in List:-

J.R.&Co	-	Johnson Riddle & Co.Ltd.
Waterlow	-	Waterlow & Sons Ltd
M.C.&Co.	-	McCorquodale & Co.Ltd
H.C.B.	-	H.C.Beck
H.F.H.	-	H.F. Hutchison
P.E.G.	-	P.E.Garbutt

B. In certain cases the diagrams issued as insets to the Underground Guide have differed from the pocket maps current at the time.

C. Two issues (1961-561/1524/2/500M(9/61) and 1964-364/834M/500M) are known printed on card with a laminated surface; other issues are also known in this form but details are not available. The reason for the lamination is not known.

D. Maps from No.2 1941 to No. 1 1945 carried a note to the effect that the Earls-Court-Willesden and Aldwych sections were closed to passenger trains.

Acknowledgements

This list has been compiled by the united efforts of a number of Society members, who would like to acknowledge the help they have received from T.J.King of The Omnibus Society.

LETTER TO THE EDITOR

15 January 1969.

Sir

Seven Sisters Station

I consider it should be recorded that the joint B.R.-L.T. entrance and ticket office at Seven Sisters was opened 1 December 1968. The original entrance to the B.R. station in West Green Road was closed the same day. The access to the B.R. down platform is now by way of a subway which formed part of a supplementary entrance from Birstall Road which was closed in 1942.

Ruislip, H.V.Borley.
Middlesex.

THE TIMETABLE

Thursday 6 February 18.00 Library Evening at 62 Devonshire Road, Ealing, London, W.5.
Friday 14 February 19.00 for 19.15 Film Show devoted to the Victoria Line arranged by Ken Harris, at Hammersmith Town Hall.
Saturday 15 February Visit to Greenwich Power Station, London Transport. Names, accompanied by a stamped addressed envelope, to be sent to S.E.JONES, 113 WANDLE ROAD, MORDEN, SURREY.
Thursday 6 March 18.00 Library Evening at 62 Devonshire Road, Ealing, London, W.5.
Sunday 23 March Clapham Open Day.
Saturday 29 March Society's Annual General Meeting.

CLASSIFIED ADVERTISEMENT WANTED UndergrounD February 1968 issue - E.D. Chambers, 11 Turner Road, Edgware, Middlesex.

NEWS FLASHES

NF 806 On 9-7-1968 British Rail Southern Region took from LT seven more standard stock cars; these originally went to Basingstoke and are now at Micheldever. It is now understood that these were taken over pending a policy decision re the extension of the Isle of Wight electric service to Ventnor.
NF 807 Our member Edwin A.Allchin was awarded the L.B.S.C. Memorial Bowl at the recent Model Engineering Exhibition at Seymour Hall, for the performance of his model of L.T. pannier tank L.90.
NF 808 The last southbound Northern Line train from No.2 Platform Camden Town via Charing Cross to Morden was delayed 52 minutes on the night of 17-11-68 because traction current between Kentish Town and Camden Town was switched off before the train was out of the section. There were about 60 passengers in the stalled train which departed at 00.31 on the morning of 18 November instead of 23.40 the previous night.
NF 809 A mobile information centre is being set up jointly by the London Borough of Lambeth and the London Transport Board to tour the borough and advise local people about the Victoria Line Brixton extension.
NF 810 With effect from 1-12-1968 Aldersgate and Barbican Station (Metropolitan and Circle Lines) was renamed Barbican.

SOCIETY NOTICES

CORRECTIONS "Tube Trains under London; Some Comments for the Connoisseur' p.12 1.3 for "four" read "six".
p.12 1.17 for"Piccadilly" read "Bakerloo",
"Further Notes on the New Line" p.161 1.21 insert after "Warren Street" "on to Victoria".

SALES NEWS The Sales Manager has stocks of certain back numbers of the Journal up to and including 1968. Please write to Norman Davies, 87 Woodland Drive, St.Albans, Hertfordshire, for complete list. Also available are several publications of the Electric Railway Society, including "Development of Electric Railway Rolling Stock" by G.T. Moody (1/-), "Early Tube Tickets and the Evolution of the Tube Ticket Office" by W.H.Bett (also 1/-) and "Tube Stock to 1951" by B.J. Prigmore (price 3/-). "100 Years of the District"(reviewed in this issue), may also be obtained from the same address at 3/6d.

CHANGES IN OFFICERS Brief notices have already appeared re the resignations of Eddie Shaw from all his offices in the Society, and of Roger Manley as General Sales Manager. Lack of space has precluded any previous reference to their services to the Society, but these should not pass without notice. Eddie's work on tube rolling stock research has been a very valuable help to the fund of knowledge on this subject, and it is encouraging to know that, even though he is "out of office" now, his research is continuing and further publications will appear in due course.

Roger Manley had been on the Sales staff of the Society, either as Assistant or as General Sales Manager, for about four years; of late he has not had an easy task, due to the lack of exhibition stands from which to sell his wares; despite this, Roger did his best and managed to boost the Society's income by some quite considerable profits from his sales.

To both these officers we extend the Society's thanks for their help and trust that they will continue as members to derive benefit from the Society in return.

Lithoed by Celtic Bureau, 93/94 Chancery Lane, London, W.C.2.
and published by The London Underground Railway Society,
62 Billet Lane, Hornchurch, Essex, RM11 1XA