

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## CHANGES WITHIN THE SOCIETY...

During the year between the 1968 and 1969 Annual Meetings there were more than the usual number of changes of Officers and Committee Members; two particularly serious losses were those of Ken Benest and Joe Brook Smith; Ken resigned from the Committee, and from the Treasurership during the year, and Joe did not seek re-election at the AGM and is soon to hand over the Modelling Secretaryship to Bob Greenaway.

Both Joe and Ken were members of the Forming Committee of the Society in 1961, and have had continuous Committee service since then - and their services have been invaluable. They both, of course, remain members of the Society, and it is to be hoped that their surrender of duties will give them greater leisure to enjoy their own individual Underground interests - Ken's in historical research and Joe's in modelling.

All this makes your Editor feel rather vulnerable - or venerable - or both - as he is (when wearing his other hat as Chairman) the sole surviving member of the Forming Committee to remain on the Society Committee!

One thing is particularly noticeable at present - the lowering of the average age of the Committee members; the Society probably has the youngest Committee that it has ever had now - which can only be a good thing, and augurs well for the future of TLURS. It may be confidently assumed that the newer members of the Committee will serve the Society with the same loyalty as did those they replace.

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## and...CHANGES IN LT AS WELL

At the beginning of April, the London Transport Board announced a number of changes in the Mechanical Engineering Department on the railway side.

These moves originate from the retirement of Mr. A.W.Manser, Chief Mechanical Engineer (Railways), which took place at the end of March.

The new Chief Mechanical Engineer (Railways) is Mr. G.S.Bingham, who commenced his railway engineering career in 1922 as an apprentice in the CME's department of the London Electric Railway Company; since then he has held a number of appointments, first becoming an Officer of the Board in 1950 when he was made Assistant Mechanical Engineer (Running); since 1964 Mr. Bingham has been Deputy CME (Railways).

Other changes in the department are as follows;

Mr. J.G.Bruce, Mechanical Engineer (Running - Railways) becomes Mechanical Engineer (Lifts and Escalators)

Mr. E.P.Lumley, Mechanical Engineer (Lifts and Escalators) becomes Mechanical Engineer (Development - Railways)

Mr. W.W.Maxwell, Mechanical Engineer (Development - Railways) becomes Mechanical Engineer (Running - Railways).

## NORTHERN LINE SERVICES REVISED

From Monday 10-3-1969 a new pattern of services has been in operation on the Northern Line, with a view to taking full advantage of the new facilities provided by the Victoria Line, opened three days before to Victoria.

The chief feature of the changes is a same frequency service from both the two northern branches to both the West End and the City during the morning peak and in the return direction during the evening rush hour. Before the revision the peak service to the West End had been more frequent than that to the City, to match the travel trend, but with the Victoria Line open through to Victoria, there is now a same-level interchange at Euston between south-

bound City trains of the Northern Line and southbound Victoria Line trains. This enables Northern Line commuters from the northern suburbs who want to go to Oxford Circus, Green Park and Victoria to travel by a City train and change conveniently at Euston. During peaks, there will be a  $2\frac{1}{2}$  minute service on both West End and City branches between Camden Town and Kennington.

Details of the changes are as follows

Edgware Branch.

Monday to Friday morning and evening peaks; trains alternately to and from West End or City, with a 5-minute service between Edgware and the West End at the height of the peak. The City service will be similar except that the main 5-minute service will start or finish at Colindale with every other train serving Edgware. Between peaks on Monday to Fridays, and on Saturdays until about 18.00 there will be a 3 to 6 minutes West End service to and from Golders Green with alternate trains to and from Edgware. City trains will run at 10-minute intervals to and from Colindale - off peak City trains have hitherto only been going out as far as Golders Green.

The West End service after the evening peak on Mondays to Fridays and from about 18.00 on Saturdays will be similar to the West End service between the peaks, but the City service to and from Colindale will be every 15 minutes. On Sundays the West End service will run at 10-minute intervals from Edgware and the frequency of the City service will be increased from 20 minutes to every 15 minutes, operating to and from Colindale instead of Golders Green as previously.

High Barnet Branch

In the Monday to Friday peaks trains will alternately serve the West End and City branches. Finchley Central will have a 5-minute service of Charing Cross trains, running alternately from and to High Barnet or Mill Hill East and giving a 10-minute service at each of those points. City trains will also run at 5-minute intervals from and to Archway, with alternate trains providing a 10-minute service at intermediate stations between Archway and High Barnet. Mill Hill East trains now - as previously - only serve the West End branch.

Between the peaks on Mondays to Fridays and on Saturdays until 18.00 - a 10-minute West End service to and from Finchley Central, from where trains run alternate to High Barnet and Mill Hill East. The City service runs to and from Archway only - also at 10-minute intervals. Monday to Friday evening, and from 18.00 Saturdays (also all day Sundays), the West End service is similar to the between-peaks West End service; the Archway-City service is on 15-minute interval basis.

#### Morden branch

Between Kennington and Morden, the peak services are the same as before generally. Between-peak Mondays to Fridays and Saturdays until 18.00, there is a 10-minute service from Morden to the West End, and a 5-minute service between Tooting Broadway and the City with alternate trains providing a 10-minute service to the City from Morden. After the weekday evening peak, and from 18.00 on Saturdays - also all day Sundays, there is a similar 10-minute service between Morden and the West End. City trains run every 7-8 minutes from Tooting Broadway and every 15 minutes from Morden.

We understand that there has been some trouble with the new service, largely due to staff shortages, and there have been numerous complaints, particularly from the travellers to and from the northern end of the High Barnet branch who, it is reported, have had some very long gaps in their service occasioned by trains running late and being turned before reaching High Barnet in an attempt to restore the normal service in the central area.

On the other hand, the easy interchange at Euston is evidently very much appreciated, and is becoming more popular as people get used to it.

#### QUAINTON ROAD

The London Railway Preservation Society has now exchanged contracts for Quainton Road down yard with BR and will be taking possession shortly. L44 will be moved there in the near future, together with the other rolling stock of the LRPS.

## REVIEWS

## BOOKS

E.J.S.Gadsden (Editor); Panorama of Pinner Village; New Revised Edition; 96pp. 10" x 8" in art paper; stiffbound with illustrated endpapers and dustjacket, and about 120 illustrations; Panorama of Pinner Publishing Committee; Pinner, 1969; £1-1-Od. Obtainable from 52 High Street, Pinner, Middlesex.

While not a book for railway enthusiasts exclusively, this is one of the best local history publications we have ever seen. Basically, it is a picture book with connecting text, and can hardly be faulted on any count; the production is excellent, and the book does include quite a number of pictures of interest to the Underground enthusiast, some not previously published. Highly recommended to anyone interested in the history of the area.

Robert Bernard; Death Takes the Last Train; Constable, London, 1967; 241 pp; £1-1-Od.

A middle-aged American professor in London steps into a Circle Line eastbound train at Monument to go to Paddington. It is late in the evening, and the only occupants of the car are himself, a 'City Gent' type near him, and three drunks at the other end of the car, one of them supported by the other two. When the train reaches Liverpool Street, the City Gent tells the American to leave the train. On the platform, he declares that he is a doctor, and tells the American that the drunkard being supported by his two companions was in fact dead...

This is the interesting start to a book that moves on from the Underground to cocktail parties in Cotswold villages, chases in Oxford and crime in plenty; the plot is fast-moving, if a little complicated at the end - and the whole story hinges on the well-described train ride.

Although the book is to be recommended, there are a few blunders; the story is set in the present, but at one point "The doors of the compartment swung open"; the cover has an illustration of a Bakerloo Line train (which does not enter into the plot), while the train taken by the professor was by no means the last.

Jerzy Peterkiewicz; Inner Circle; paperback; Panther, 6/-.

A psychological thriller, the whole story of which is based on the exploration of the Circle Line by a child named Patrick. An unusual book, very well written.

#### PAMPHLETS

B.J. Prigmore & E.Shaw; The 1920 Cammell Laird Tube Stock; 12pp including 4 pp illustrations; paper covers; lithoed; published by the authors in conjunction with this Society, London Transport (LERAA) Railway Club and The Electric Railway Society; 2/6d. Obtainable from the Society at the address shown under Sales News - see Notices.

As a copy of this booklet was included as a supplement to the January issue of Underground, most members will be acquainted with it and know already that it is a concise yet erudite essay on its title subject. An essential for the Underground student.

R.E.Allen, J.S.Butler, R.B.Kemp, R.E.Peckham & K.N.Pragnell; Lifts and Escalators; 60 pp. fcp. duplicated in limp card covers; illustrated with drawings, charts and tables; Imperial College of Science and Technology, London, 1968; 7/- . Obtainable from the Society.

This is a very thoroughly researched Group Project Report by five students of the Department of Electrical Engineering, Imperial College. In any type of market, this would be a useful book, but in view of the extreme shortage of books on its subject it is invaluable - and needless to say it includes a great deal on the lifts and escalators of London Transport. Another essential for your library.

London Transport Loco List; 5pp. fcp. duplicated; 1968; obtainable from the compiler, Chris Small, White Cottage, Burtonhole Lane, Mill Hill, London, N.W.7. - price 6d in stamps, inc. postage.

Quite a useful list, which could be improved if further editions are called for, but it does already include useful information, and is a bargain at the price.

Light Railway Timetables and Guide 1969; 64 pp. in limp card cover, profusely illustrated; David & Charles, Newton Abbott, 1969; 2/6. Obtainable from the Society. All we need say - the new edition is as useful as ever.

## MAGAZINES

The Engineer; Vol.227 No 5902; 7th March 1969

Coincident with the opening of the main section of the Victoria Line, this issue of 'The Engineer' carries a 7-page article on the new line, dealing primarily with the civil engineering, traction and power supply aspects. The description of the traction control equipment is possibly the most detailed that has appeared so far, and this together with a complete list of contractors makes the issue a most useful reference. The text is accompanied by 10 illustrations, three line drawings and a map. Back issues of this Journal are available from the publishers, Morgan Grampian Limited, 28 Essex Street, Strand, London, W.C.2., at 3/3d per copy, post free.

## LETTERS TO THE EDITOR

- who apologises to his correspondents for the serious delay in printing some of the letters which follow - delay caused largely by pressure on space due to Victoria Line news.

31/8/68

Dear Mr. Davis,

Just a few points in connection with letters published recently in "Underground":

**S.ACTON DESTINATION BOARDS:** I agree that the special double ended cars (one of which was labelled "G23" and not "Q23" incidentally) carried no boards, but the service was occasionally provided by a two car set consisting of one double ended G and one K motor.

**WRONG DESTINATIONS:** One rather outrageous example of this was perpetrated by a standard stock motor in c.1963, which proclaimed itself as COCKFOSTERS/NON STOP, the "Piccadilly" board being absent.

**PICCADILLY BOARDS:** Nothing further on the great EAST BARNET controversy, but boards in my possession include HAMMERSMITH and EALING COMMON.

**L34:** There is a photo of L34 in the LT photo archives adjoining 55 Broadway.

**JOURNAL POSTAGE:** I would prefer it folded.

Down Farm House,                      Yours sincerely,  
 Abbots Ann Down,                      C.B.Niekirk  
 Andover, Hants.

11/11/68

Dear Sir,

With reference to Mr Reed's letter in the October Journal may I, as a new member, say how much I agree with his remarks concerning news flashes. I notice that the Railway World has published approximate timings of the regular steam pannier tank working on the Underground whereas the subject has not been mentioned in the back number copies of the Journal I have received.

Mr. Reed calls for more money to improve the Journal. Would it be possible to organise rail tours over parts of the Underground using unusual stock? By making tickets available to other societies it should be possible to fill such a train thus making a profit to be ploughed into the journal.

There may be all sorts of problems preventing this of which I am unaware but perhaps a less ambitious 'tour' would be to attach some brake vans (for passengers) to the regular steam hauled train to Croxley.

26 Barbard Gardens,  
Hayes, Middlesex.

Yours sincerely,  
R.Allen

28 November 1968

Dear Peter,

In answer to John Echlin's letter in the December Journal I would like to say that I am working on some sort of publishable notes on destination plates used on the Underground. The difficulty, as usual, is to know just where to stop in the degree of detail to publish as regards such matters as founts and size of lettering. I have in mind something along the lines of the List of Underground Maps - I hope people do not have to wait as long for the list of plates as they did for the list of maps! Having committed myself, I hope anyone with information will write in.

In the same letter John refers to a regular service on the Piccadilly Line terminating at Green Park. I have lived "on" the line since 1950 and have used it with



conscious regularity since about 1958 (I was too young to notice prior to that). With due respect to John, I would support Ken Harris' original statement in his article (June 1968) as I do not recall a regular (in the usual sense) service operating to Green Park. The other meaning of the word regular may well apply - that is a service for a special reason on particular days recurring at frequent intervals, such as Saturday afternoons when Arsenal (F.C.) are playing at home. This particular service does still operate to Green Park, though not so often nowadays as it did a few years ago (sorry Ken) perhaps this is what John has in mind?

While on this subject and line, I would still like to receive details of the "Hyde Park" destination mentioned in previous correspondence. When was it shown on blinds? Was there a destination plate prior to 1959/62 stock? When was it used and why? A photo would also be much appreciated.

Yours sincerely,

6 Redcliffe Street,  
West Brompton, London, S.W.10.

G.Jasieniecki

15 December 1968

Dear Peter,

Two comments on recent issues, items therein -

(a) I notice from my 1939-No.1 issue of the pocket map that the proposed station on the Central Line extension between West Ruislip (for Ickenham) and Denham was named as Harefield Road - readers may be interested in this point.

(b) A friend wrote to me some time ago regarding the O-4-2ST "Brazil" (L33x, later L34), mentioning that an article in the Railway Magazine, November 1935, carries details and photographs of this loco. (Mr. C.I.Essex and others may be interested to know about this).

Halifax,  
Yorkshire.

Sincerely,

Eric Cope

2nd January 1969

Dear Sir,

With reference to NF No 803, there are still trains from Rickmansworth to London between 07.57 and 08.21.

This is a mistake which has arisen from mis-reading the timetable.

The train times are shown in the timetable in their order of arriving at their destinations and because Rickmansworth is served by fast and slow trains the 08.06 appears before the 07.57 and the 08.12 after the 08.21.

9 Ashleigh Court  
Rickmansworth, Herts.

Yours faithfully,  
D.M.Hibbert

14 February 1969

Sir,

The North London Railway (Sixth Edition) and  
The West London Railway

Members who have copies of these books may like to note the following:-

North London: pp 13 & 28. Between Gospel Oak and Highgate Road some work, including the bridge over Gordon House Road was begun in 1868.

Pp 15 & 29. The first station at Victoria Park was opened 14 June 1856 (NOT 1858).

P 15 The junction at South Acton was closed 1915 and removed 1930.

P 16 line 9. The junction was removed in August 1890 (NOT 1900).

P 29 line 5 from foot. Read N.L.116 (NOT 106).

West London Illustration following p12. The train is probably from Willesden to Waterloo with L. & N.W. carriages. Delete "from Richmond". Engines were changed at Addison Road.

P 16. The Middle S.B. is not correctly drawn; the long sides of the Box were parallel to the platforms.

167 Cornwall Road,  
Ruislip, Middlesex.

H.V.Borley

19.3.1969

Sir,

The Northern City Line

Reference page 44 of the March issue.

Mr. Brown would appear to be mistaken regarding the

opening of the Victoria Line. The correct date was 1 September 1968 and the last coach service between Drayton Park and Finsbury Park ran on the previous day, viz 31 August 1968.

167 Cornwall Road,  
Ruislip, Middlesex.

H.V.Borley

01-03-69

Dear Sir,

The Northern-City Line

This line could be made viable again with a short extension at the Northern end from Drayton Park to Stoke Newington with station on Green Lanes and another at Stoke Newington High Street, and with a later extension to Clapton and Lea Bridge Road. This would make it a feeder to the Victoria Line and have some through traffic of its own.

If the Southern end was extended from Moorgate to Bank and joined to the Waterloo & City Line with LT taking this over, the whole line would be able to run to around 24.00 with a fair amount of traffic, and start earlier as well.

The Northern extension could start at Highbury with the length to Drayton Park being closed; the length of extensions would be about the same, but giving a more direct route.

The length of extensions are, at the southern end less than  $\frac{1}{2}$  mile and at the northern end  $1\frac{1}{2}$  miles to start with and later another  $1\frac{1}{2}$  miles - and looking even further ahead a  $2\frac{1}{2}$  mile extension would get to Leytonstone, where the line could take over the Wanstead to Hainault service, so the Woodford main Central Line service could be increased.

20 Milestone Road,  
Upper Norwood, London, S.E.19.

Yours faithfully,  
E.Picketts

2nd March 1969

Dear Sir,

Re my article on District history, p. 181 - Dec 1968, Line 6 - Moorgate Street should read Aldgate. I have also had a letter questioning p.182, para. 2,11. 1-2 - Mile End as temporary terminal. I believe this came from a Railway

Magazine at the time of opening in an article on MDR. I cannot check since my volumes disappeared in the blitz on Southampton while I was elsewhere! Bow Road may have been meant, where there was a crossover.

Since my notes appeared, a ticket inspector at Ealing Broadway tells me the special MDR/LTSR saloons (electric hauled) also did a run from HAMMERSMITH to PITSEA and return; he was at Hammersmith at the time.

3 Woodfield Road,  
Ealing, London, W.5.

Yours faithfully,

H.Lourdes-Cresswell

12/4/69

Dear Sir,

With all the publicity given to the new Victoria Line it is a little surprising that no information has been printed yet giving the distances between stations. To remedy this I give below information which I hope will be of interest to members.

	<u>Northbound</u> Miles	<u>Southbound</u> Miles
Seven Sisters to Northumberland Park Staff Platform	1.38	1.42
Seven Sisters to Northumberland Park Depot Washing Platform	1.60	1.59
Walthamstow Central	0.00	0.00
Blackhorse Road	0.91	0.91
Tottenham Hale	1.76	1.78
Seven Sisters	2.42	2.43
Finsbury Park	4.38	4.39
Highbury & Islington	5.60	5.60
Kings Cross St Pancras	7.12	7.15
Euston	7.58	7.61
Warren Street	8.05	8.08
Oxford Circus	8.62	8.65
Green Park	9.35	9.37
Victoria	10.04	10.04

The variations in distance Northbound and Southbound is due to curvature etc.

I travelled with a friend on the "15.00" ex Victoria on the opening day, and we both recorded the time as 14.58 $\frac{1}{2}$

hours for the departure!

The Queen's trouble with a sixpence is thought by some to have been due to the fact that the LTB could not sell her a ticket from E to R (E II R).

Some of the motormen, when approaching terminal stations, such as Kings Cross are using the loudspeaker system well before the train stops. This amplifies the train noises picked up in cab and consequently it is very difficult to hear what is being said.

May I now turn my attention to the proposed Fleet Line? The take-over of the Stanmore Branch will be a case of history being repeated as this was built and operated originally by the Metropolitan Line. I consider, when the new Trafalgar Square/Strand station is built, that the opportunity should be taken to remove the difficulties caused by the BR and LTB stations named "Charing Cross". The present LTB station called "Charing Cross" should be renamed "Embankment" and the new combined Trafalgar Square/Strand then could be called "Charing Cross". There are many people who travel on the Northern and Bakerloo Lines and find that they could have booked to Strand or Trafalgar Square and then have walked a shorter distance.

It is understood that Neasden works would look after Fleet Line and Met/Circle stock if the Fleet Line is built. Investigations were in hand some years ago with BR to ascertain if any additional space was available at Queens Park for the Bakerloo Line stock. This was turned down due to the necessity of crossing the BR down line to gain access to the old BR goods yard. A deviation of the BR line would not provide sufficient space for a depot between the lines and would, of course, have no road access.

Investigations are at present believed to be in hand for the old LNWR Carriage Shed at Stonebridge Park to be used for Bakerloo Line stock. All the electrical apparatus has however been removed by BR recently and it is now only connected to the main line sidings. Due to its age it would probably have had to be replaced anyway.

This depot has good road access at both ends, and room for limited expansion.

87 Woodland Drive,  
Watford, Herts.

Yours faithfully,  
Henry E.Pryer

### SOCIETY NOTICES

COMMITTEE At the Annual General Meeting, on 29th March, John Crowhurst, Peter Davis, Ken Harris, and Sam Jones were all re-elected to the Committee, and Bob Greenaway was elected to the other vacant seat, taking Joe Brook Smith's place - Joe not having sought re-election. This is the first time Bob has served as a Committee member, and the other members welcome him and trust that he will enjoy serving the Society.

SALES NEWS Due to the generosity of a member of the Society, various 1959-60 issues of the Railway Magazine are available at 1/6d each; and various underground relics are also for sale; list is available from the Sales Manager at 87, Woodland Drive, St.Albans, Herts. Please send sae. Now available again is J.R.Day's illustrated world survey, "Railways Under the Ground" at the reasonable price of 15/- from the Sales Manager.

Also available;

Rails Through the Clay - 408 pages - 50/-

A History of London Transport,

Vol. 1, 1863 - 1900; comprehensive

illustrated history by T.C.Barker

and Michael Robbins - 421 pages - 40/-

Victoria Line - souvenir booklet - 30/-

Lifts and Escalators - Imperial College - 7/-

All available from the Sales Manager at the address above.

LIBRARY Will members please note that there will be no monthly Library Evenings during the summer months - June, July and August.

AUCTION At the June meeting at Hammersmith, there will be auctioned a freak copy of an Underground Guide; this is a copy of the October 1968 issue of the Guide, with a Line Diagram at the back which is missing two colours - the red of the Central Line and the light blue of the Victoria Line.

This is an interesting curiosity, and would make a worthwhile addition to any collection of Undergroundiana; it will be possible to accept postal bids - so if you are interested but cannot get to Hammersmith on the 13th June, send your bid to the Chairman at 62 Billet Lane, Hornchurch, Essex. RM11 1XA.

ACCOUNTS Copies of the Accounts for the year to 31st December 1968 were circulated to members present at the AGM; if anyone not at that meeting would like a copy, please send a stamped addressed foolscap envelope to the Treasurer at 3 Bush Grove, Stanmore, Middlesex.

HISTORICAL RELICS COLLECTION Chris Gooch, our Curator of Historical Relics, will always arrange for members to view the Society Collection of Relics; all that is necessary is to send a note to Chris at Fairmead, Northway, Pinner, Middlesex to let him know that you would like to see the Collection, and Chris will arrange a mutually convenient date - or better still, see Chris at a Society meeting.

LONDON UNDERGROUND ROVERS The new Secretary of this Group - which is devoted to travelling the London Underground in the shortest possible time - is L.R.V. Burwood, of 128 Willersey Avenue, Sidcup, Kent.

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#### THE TIMETABLE

Thursday 1st May 18.00-21.30 Library Evening at 62 Devonshire Road, Ealing, London, W.5. This will be the last Library Evening until September, so if you have anything to look up - now is the time to do it.

19.00 for 19.15 Friday 9th May Meeting at Hammersmith Town Hall; it is hoped to have a speaker from London Transport to talk to members about the Victoria Line, but at present confirmation is still awaited from LT. An alternative programme of a Quiz and Brains Trust is being arranged if no speaker is supplied by LT.

Friday 13th June 19.00 at Hammersmith Town Hall. An Exhibition of Selected Items from the Thompson Collection.

Saturday 14th June Visit to Cobourg Street Control Room, Victoria Line. The party is very restricted in numbers; apply early to S.E.Jones, 113 Wandle Road, Morden, Surrey. enclosing sae and telephone number. Full members only eligible. If accepted and later are unable to attend, please write or phone (01-648 5394) so vacant places can be reallocated.

## NEWS FLASHES

NF 811 The new surface line stock is to be numbered - Motors, from 5501; Trailers, from 6501 in 2-car sets as normal unit car numbering.

NF 812 The last unit of the Victoria Line Stock, Unit 67 was received 21-3-1969, and there are now 58 units in service.

NF 813 Woodside Lane Bridge, North Finchley is being reconstructed and widened. The road is closed while the work is in progress, but the Northern Line services will not be affected.

NF 814 There was a serious signal failure during the morning rush on the Piccadilly Line on 2-4-1969. This affected Hammersmith to South Harrow, and passengers were advised there were no through trains to Uxbridge - though at least one did run through. Passengers were advised also to travel via Baker Street - but on the Met Line passengers were being told there was no service from Rayners Lane to Uxbridge!

NF 815 There was a voltage surge on the Victoria Line at about 07.00 on 25-3-1969, which disrupted services for about an hour.

NF 816 During the evening rush hour on 17-3-1969 a train broke in half near Mansion House. All District services were disrupted, and there was no Circle Line service between Aldgate and Charing Cross for a time.

NF 817 It is reported that there was a train failure at Seven Sisters on the Victoria Line during the evening rush hour on 10-4-1969.

NF 818 A signal failure on the Waterloo and City Line disrupted the service during the morning peak on 11-4-1969. Every other train was cancelled for a period of about 30 minutes, and then the line was closed completely for 45 minutes to effect the repair.

NF 819 Also on 11-4-1969 a Victoria Line train broke down and had to be taken out of service at Victoria; a quarter of an hour's delay was caused.

NF 820 David Winnick, MP is pressing for a further extension of the Victoria Line from Brixton to Croydon - a further 8 miles.

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