

PAST TIMES

50 YEARS AGO – UNDERGROUND No.67 – July 1967

NF 649 – Amersham and Chesham (signal box) describer bells were removed 19-1-1967. Trains are now described by telephone.

NF 650 – ESL104 was involved in an accident at Golders Green in January 1967. It has now been rebuilt at one end.

NF 651 – L73 was also badly damaged at Golders Green on 16-3-1967, when it hit buffer stops – it is understood that it has been withdrawn from service, and that L74 has also been withdrawn. They have been replaced, we hear, by 3701 and 3370.

NF 652 – The first of the new Victoria Line stock was due at Hainault Depot at the end of May, pending trials on the Woodford – Hainault Loop, but delivery was not received in May – and nor did it arrive during the first week of June. *(It arrived [at Ruislip] on 27 September 1967 – Ed.)*

NF 654 – We understand that all Ballast Motor Cars and Battery Locomotives are now fitted with flashing headlamps as an additional protection for permanent way staff – the lamps are set to flash 80 times per minute.

NF 655 – Deptford Road Junction was taken out of use during the week ending 27 May 1967.

NF 654 – *With effect from the start of traffic on Sunday 27-5-1967, St. James's Park signal cabin has been out of commission, and the crossover at that point has been clipped out of use.*

NF 655 – *The LT Lost Property Office at Baker Street has not been open on Saturdays since March 1967.*

Note: Duplication of Newsflash numbers does happen from time to time – even now! Ed.

NF 657 – A large rat, from the Victoria Line workings, was the cause of considerable alarm and despondency among the passengers, particularly the ladies, when it boarded a train on the Central Line at Oxford Circus on 30-5-1967. It ran around for several minutes before a passenger killed it and threw the remains out at Holborn. LT later apologised for the episode.

NF 659 – Additional parking space for 58 cars was opened at Leyton on 29-5-1967. With the existing park in the station forecourt, total parking capacity is now 66.

NF 661 – Pinner Goods Yard was finally cleared of wagons on Thursday 18-5-1967.

NF 662 – Despite its official closure, Harrow-on-the-Hill goods yard was used for mail in box vans at least until the middle of May 1967, and may still be so used.

NF 663 – Chorleywood goods yard had been completely lifted by 21-5-1967.

NF 664 – The prototype A60 Stock unit has now been overhauled bearing the date 5/67.

NF 667 – Mrs Maurine Neuberger, US Senator for Oregon has been reported as saying that the London public transport system is the best she has ever encountered – she considers it cheap and easy to use.

25 YEARS AGO – UNDERGROUND NEWS No.367 – July 1992

NF 54/92 – A new poster has been seen on Underground stations trying to dissuade passengers from eating on trains. Posted before 3 June, it is headed “We don't want to make a meal of it, but ..” and features an illustration of a giant hamburger in the double doorway of a tube train. The text mentions attendant litter and smells and ends “Please find another place to eat”. Is this perhaps the first attempt at a persuasive message which, if ignored, could end up as an eating ban on L.U.L.?

NF 55/92 – The ‘Butterwick’ (east) entrance to Hammersmith (District & Piccadilly) station closed with effect from 10 May 1992 in connection with the work on the building site above the station. On 15 February 1992 a new west-end ‘entrance only’ opened, leaving the middle stairs to the temporary ticket hall for exit only.

10 YEARS AGO – UNDERGROUND NEWS No.547 – July 2007

NF 40/07 – Two proposals for new connections between LU and Network Rail have been cancelled, even though work on one had already been started and was well advanced. This was the connection at Upminster between the LU's northern depot reception road and the single line track on One Railway's Romford branch. Much work has already taken place on the LU side over the last couple of years but ground to a halt many months ago. It is thought that this would have operated without signalling under an "engineering possession" arrangement to transfer D Stock for refurbishment to and from Derby. Proposals for another link at Upminster with the Romford branch (whose track would be upgraded), to be fully signalled for engineering trains and LU stock transfers, has been superseded by a further plan to install a fully-signalled link at Barking between Network Rail and LUL for new stock and engineers trains. Quite where this will be located has not yet been confirmed, but thought possibly to be an extension of the Gospel Oak – Barking line east of Barking station onto the eastbound District Line.

NF 42/07 – The Track Recording Train (1960 Tube Stock DMs and 1973 Tube Stock trailer) was active around the Metropolitan Line in mid-April 2007. The work of the Track Recording Train is to be taken over by the Asset Inspection Train. (!) – Ed.

NF 43/07 – As the title suggests, Fog Repeater signals are normally only used during foggy weather to repeat main running signals in open sections. They may be found about 120 metres to the rear of the signal they repeat to provide the driver with a distance marker in poor visibility conditions. They show the letter 'F' in black superimposed on the caution (yellow) aspect lens. A yellow light indicates that the next signal shows red. A Fog Repeater showing green repeats the next green signal. These signals are also recognisable by having a white enamel backing plate with "Fog Repeater" at the top, and the number of the signal it is repeating at the bottom. North from Harrow-on-the-Hill, where there is multiple aspect signalling 'main' lines, a lunar white light is provided in place of the green, if the signal ahead shows green, double yellow or single yellow. From 30 April 2007, all Fog Repeater signals will be permanently switched on, in an attempt to reduce the number of SPADs. Therefore, the weekly testing of these signals between September and March, which would have hitherto seen infrequent use, has also been abandoned, any aspect failures being treated like any other signals.

NF 44/07 – Yellow nylon 'bristle brushes' have been installed on both escalators at Marylebone at ankle level. Presumably this is an experiment to make the edges of the escalator more conspicuous.

NF 45/07 – Recent developments on the Waterloo & City Line have included the testing of the five-train service with the new signalling system on 1/2/3 May 2007 in the morning peak. Testing in both peaks was expected to take place on 30/31 May. Apart from testing purposes, the new signalling system is not yet officially commissioned for normal use. Work is continuing slowly on the future relocation of the train wash in the depot at Waterloo. Its commissioning is expected in late-June or early July 2007. It will be interesting to see if the new washing facility will be able to cope with a four-car train complete, or whether trains will have to be split into two two-car units as now and washed separately. At Bank station, both tunnel walls opposite platforms 7 and 8 had received aluminium sheet panelling by the end of May, to form a firm base for advertisements – the previous arrangements (adverts stuck on the plain station tunnel wall) reportedly not being successful.

NF 47/07 – Believed to have been done during March 2007, platform markings have been applied to the southbound Jubilee Line platform at Green Park and both Jubilee Line platforms at London Bridge, in an attempt to speed up station stop time (the 'in' terminology being 'dwell' time!). Yellow arrows point from the train doorways towards the exit, and white guide lines, either side of the doorway positions, are intended to keep passengers away from the doors while passengers alight. *(This seems to be something that has been tried time and time again in various guises over the years. Certainly the Central Line tried it in the 1960s once doorway positions had been standardised, and maybe on other lines before. Certainly the Waterloo & City Line had something similar in British Railways days. The Metropolitan Line tried using whistles for prompt train despatch at selected busy stations in the 1990s to try and reduce station stop times – a novel idea! What goes around, comes around!).*

NF 48/07 – Phase I of the East London Line extension is due to open in June 2010, as previously noted in *Underground News*. The 'add-on' part of the first stage (stage 1½!) from Dalston Junction to Highbury & Islington has been announced as expecting to open in February 2011. Initially, the service will operate from Highbury every 15 minutes and will work the New Cross leg of the line. The 15-minute

services from Crystal Palace and West Croydon are expected to both continue terminating at Dalston Junction.

NF 49/07 – In the meantime, proposals for three replacement East London Line bus services have been made known, although at this early stage (with six months before operation), details may change, including the route letters. Reported so far are:

ELC New Cross Gate via New Cross and Surrey Quays one-way systems to Canada Water bus station.

ELR Canada Water – Rotherhithe.

ELW Whitechapel – Shadwell – Wapping.

It is assumed that the current 'ELS' service between Whitechapel and Shoreditch will continue to operate, which will make four East London Line replacement routes. (*The ELS was due to be reduced to 20-minute intervals from 11 June 2007 – the beginning of the end for it?*). A fifth rail replacement route through the Rotherhithe tunnel is also being considered, but whether that will come to fruition remains to be seen, as only small-capacity midi-buses would be possible on this service because of width constraints in the tunnel.

NF 53/07 – Further to NF 36/07, the 1995 Tube Stock on the Northern Line *does* have dated treadplates by the passenger doors, but strangely all so far noted seem to be dated '1996'. The reason for this *could* be that all the body shells of both the 1995 and 1996 are the same, and a 'one treadplate fits all' was deemed to be sufficient. Furthermore, the bodysells of the 1995 Tube Stock do not follow in any logical order – they appear to be totally mixed. One also wonders whether the 2009 Tube Stock treadplates will be dated. Will trains 1 and 2 be 2007 or 2009, and will the production trains be 2009, or will they have no date at all?

As an aside, there are treadplate variations on the Metropolitan Line's A Stock. Before the stock was delivered, LT announced that the trains would comprise 31 trains of A60 Stock for the Amersham and Watford services, and a second batch of 27 trains of A61 Stock for the Uxbridge line. As we are all aware, the second batch became A62 Stock, presumably because the A60 Stock began delivery late – the first unit (5000-6000-6001-5001) made it to Ruislip on 2 February 1961. This unit's treadplates were dated 1960 as were cars 5002 and 6002 of the second unit, but the other two cars and the rest of the A60 batch were dated 1961. Cars 5124 and 6124 (the first two cars of A62 Stock) were dated 1961 but the rest of the batch were dated 1962. The style of (1962) treadplate was changed from unit 5152-6152-6153-5153, having a mix of the old and new, with subsequent units having the later design. It may be, of course, that during overhaul, maintenance and later refurbishment, some of the treadplates may have become swapped.

Other A Stock differences have included a double 'rim' around the destination blind box. Strangely this starts well into the A62 batch, from 5158, but also includes A60 DM 5077 because it was a collision rebuild at some time. Also, all A60 trailers have no vents over the communicating doors, but these were added to the A62 trailers, but not from the beginning, but (possibly – subject to confirmation) from unit 5134. The first two units of A60 Stock also had grey 'J' doors instead of the maroon that followed, but these did not always keep to the same car, during maintenance or overhaul. Certainly a grey 'J' door was seen on car 5078 in November 1979.