

PAST TIMES

50 YEARS AGO – UNDERGROUND No.57 – September 1966

NF 574 – A guard's van ran through buffers at Chorley Wood on the afternoon of 1-8-1966 and blocked the main Metropolitan Line. Trains were reversed at Rickmansworth, and it is understood that there was some single-line working between Rickmansworth and Amersham.

NF 575 – LT have denied that there are to be drastic cuts in services when the new timetable is introduced on 17 October, but they do admit to a 5 per cent reduction in trains on Saturday mornings, and some 'minor adjustments' on a few lines outside peak hours during the week.

NF 576 – The current summer timetable came in to force on 2-5-1966 and a new issue of the Underground Guide was made to coincide as is usual. There are no very important changes from the previous services but the printing of the Guide does not appear to be up to the recent standard.

NF 578 – The latest proposal for rail connections to London Airport is a little more startling than usual. It is for the passenger cabins of the aircraft themselves to be made removable from the planes, and for these 'modules' to be transported (at 150 mph) by a monorail built over the existing railway lines via Feltham to central London. To the mere traveller, it would seem a good idea for the experts and government departments to stop scheming and talking and to get something built instead. The present journey by road from the various Air Terminals to the Airport is quite ludicrous.

25 YEARS AGO – UNDERGROUND NEWS No.357 – September 1991

NF 102/91 – The reference on page 172 of *Underground News* No.354 to the 'repair' of tunnel linings is not quite correct. The new Central Line stock will have a few characteristics which will give it a slightly different gauge. Having to fit through the old tunnels, the adaptations will conform to required clearances. This is purely a modernisation process – i.e. another instalment of the realignment done in 1938/39.

NF 104/91 – BBC 'South Today' has reported a plan to redevelop Ryde ESPLANADE station and showed a still photograph of two Pre-1938 Tube Stock trains at the station!

NF 107/91 – In AEROFILMS BOOK OF BRITAIN'S RAILWAYS FROM THE AIR by Chris Leigh, published by Ian Allan in 1987 (price £16.95), a London Transport train appears in the view of the multiple collision at Harrow & Wealdstone on 8 October 1952. There is a Bakerloo Line train of 1938 Tube Stock trapped in one of the sidings north of the station.

NF 108/91 – Because of escalator repair work at Camden Town station, the station has been closed to incoming passengers on Sundays between 10.00 and 18.30 from 14 July, anticipated for 14 weeks. For this reason, Mornington Crescent station has been specially opened from 10.00 to 18.45 on these Sundays. Exit and interchange at Camden Town is not affected.

NF 109/91 – The 'direct' route from Hatton Cross to Heathrow T1,2,3 was brought back into regular use for passengers on Sunday 28 July until about 15.00, to enable track repair work to take place between Heathrow T4 and Heathrow T1,2,3. Buses were provided between Hatton Cross and Heathrow T4, operating every 5 minutes.

10 YEARS AGO – UNDERGROUND NEWS No.537 – September 2006

NF 70/06 – It has been noted that the roofs on A Stock on the Metropolitan Line haven't been looking smart of late. Since refurbishment, care had been taken by Neasden depot to turn out the trains with smart roofs – the grey colour, including the 'domes', nearly always looked immaculate. Now, it seems, that only the domes are getting some sort of clean, but nothing like the care that was taken a year or so ago.

NF 71/06 – Three signals at Golders Green have been made more easily recognisable, by having blue-and-white marks painted around the edge of the main signal backing plates. These are signals G340 and G350 (northbound draw-up signals in platforms 1/2 and 3/4) and G6 (advance southbound starting signal). These three signals are most popular for SPADs.

NF 74/06 – After over 20 years of OPO on the District Line, changes have been made to the westbound stopping arrangements at Gloucester Road. Hitherto, westbound trains had to stop at the headwall, leaving the rear door of the last carriage on the former 'catwalk' in the tunnel (which used to suffice for use by passengers on eight-car trains pre-1972!). Now, the stopping mark has been relocated just inside the tunnel at the west end, enabling the rear doors to be properly in the platform. Rear doors

are similarly isolated (or should be) at Great Portland Street, Euston Square and Barbican on Metropolitan Line A Stock trains.

NF 75/06 – On Sunday 30 July 2006, a correspondent reports travelling from Theydon Bois to Stratford in 1992 Stock car 93202, still having a line diagram showing the Epping-Ongar branch open! (it closed in 1994). At least it showed Jubilee Line interchange at Stratford!

NF 77/06 – If you have noticed that some Northern Line trains are looking exceedingly dirty, this is because Thames Water have banned train washing at Morden – train washing is not, of course, a high priority under the current circumstances and there are no facilities elsewhere on the line.