

## PAST TIMES

### 88 YEARS AGO – and no Underground News then!

One of the features of early District Railway working timetables was the non-stopping that was scheduled, which began soon after electrification. The non-stopping patterns were diverse and complex and only in the post-war years was non-stopping standardised and easier to understand. Of course, what remained of it (on the District) finally succumbed in October 1964.

However, one District Line train had a very unusual non-stopping pattern in the evening peak in the westbound direction. In Metropolitan District Railway WTT No.90 of 11 July 1927, this was train 50 (eight cars) at 16.41 from East Ham to Ealing Broadway (arrive 17.38, where cars would be detached). The train was allocated the non-stop codes 'EE' and 'S'. The stations non-stopped were West Ham (EE) and ran non-stop from Sloane Square to Chiswick Park (S).

Legend has it that the timetable compiler for the District at that time was Joe Chalk and after work he caught that very train home from St. James's Park each evening. And where did he live? – Chiswick Park! So, a fast ride home in relative comfort ..... and all his own work!

### 50 YEARS AGO – UNDERGROUND No.49 – January 1966

**NF 525** – Representations have been made to the Minister of Transport by the National Council on Inland Transport, protesting at the intended closure of the former Great Central main line. Among the points made were that the financial figures provided by the Railways Board do not add up correctly!

**NF 526** – No.4 platform road at Wimbledon was out of use for an engineer's possession from 23.00 Friday 26-11-1965 to 13.20 Monday 29-11-1965. This was for work to be carried out on the Up local road, which was slewed from a point about 60 yards west of Wimbledon 'A' box and connected to No.4 platform road. The object of this operation is to allow for the diversion of Up Local Southern Region trains to run via East Putney. The existing No.4 platform road starter will apply to movements from the Up Local to the Putney line.

**NF 527** – It is understood that the ex-Met coaches on loan from the Westerham Valley Railway Association to the Keighley and Worth Valley Preservation Society have been lent for a period of four years. They are said to be already being repainted in the blue and primrose livery of the K&WV.

**NF 528** – British Railways are considering the installation of ticket machines at East Ham, where there have been serious complaints about delays in booking – due to staff shortage.

**NF 534** – London Transport's portable rail-welding unit is being used on the Southern Region's Waterloo – Bournemouth electrification project. Normally kept at Willesden Green, it has been dismantled and sent to Eastleigh Works. There, it was reassembled by LT permanent way staff, who then proceeded to give BR personnel a two-week course in the use of the machine.

### 25 YEARS AGO – UNDERGROUND NEWS No.349 – January 1991

**NF 2/91** – From the start of traffic on Sunday 18.11.90, the UTS automatic gates at Waterloo (main entrance/exit) were taken out of use for about a year, to enable building work to take place in connection with the Channel Tunnel project. A temporary ticket office was commissioned from Sunday 21 October 1990 (see also NF 11/91 below).

**NF 5/91** – Because of the football match between Millwall and Bristol Rovers on Saturday 01.12.90 at Millwall, the second of the A Stock special trains was cancelled and instead a six-car C Stock train was scheduled to operate, empty from Hammersmith to New Cross depot and then as required via Whitechapel and New Cross Gate, carrying supporters to Paddington (H&C) and thence empty to Hammersmith.

**NF 10/91** – The last vehicle to use the Armstrong lift at Waterloo to and from the Waterloo & City Line was to deliver the Permanent Way maintenance vehicle (the TUG) at about mid-April 1990. After that, the power was disconnected. On the Waterloo & City Line itself, the Armstrong lift spur becomes a casualty of the Channel Tunnel Terminal, the basement occupying the lift area and about half the length of the spur line. The siding will therefore be truncated early in 1991, but space (just) will be available to stable the TUG on the remaining section of line. It is intended to install a new lift adjacent to the depot. It is to be positioned between road 7 and the retaining wall at the buffers end and will take over part of Spur Road at street level (Spur Road is the access road from Lower Marsh to the station). A

new track will be laid from the existing fan into the lift. Currently any heavy or bulky material has to be craned over the parapet of Spur Road into the yard below.

**NF 11/91** – Another casualty because of the Channel Tunnel Project at Waterloo is the Bakerloo Line 1906 booking hall. The shafts are to be capped and the structure demolished below ground level. At the time of these notes, both the Armstrong Lift and the Bakerloo booking hall are now demolished down to floor level. Demolition of the booking hall started about early November. On the bonus side, a new set of escalators to the Northern Line are to be constructed, the Channel Tunnel works forming a large box in the area of the Victory Arch. LUL will then drive the new shaft down, passing under the Waterloo & City Line in the area of the Armstrong lift spur junction.

**NF 13/91** – The foot and top of the escalator shaft at Alperton has, by mid-November 1990, been bricked up with matching bricks, with access doors incorporated. Out of service since September 1988, it does not look very hopeful for a repaired or new escalator.

**NF 16/91** – Further units of Docklands Light Railway P.89 stock to enter service have been 18 on 7.11.90 and 20 on 5.11.90. This now leaves units 14, 16 and 21 outstanding to enter service. The first unit of B.90 stock is currently scheduled for delivery at about the end of January 1991. The total amount of stock anticipated for the DLR now stands at 91 units, made up as follows:

P.86 stock (LHB)	11 units
P.89 stock (BREL)	10 units
BN stock (initial order)	44 units
BN stock (second order)	26 units

There are plans to dispose of the P.86 stock, but no further details are at present available.

## **10 YEARS AGO – UNDERGROUND NEWS No.529 – January 2006**

**NF 1/06** – It was announced on 24 November 2005 that London's Transport Commissioner, Bob Kiley, is to step down on 31 January 2006.

**NF 5/06** – One item of news which has gone unreported was the adaptation of two 1962 Tube Stock cab ends for simulators at the LT Museum. Because of the closure of the Museum for refurbishment, the two 'part' cabs are now stored in The Depot at Acton. The two cab ends still bear their original numbers – 1670 and 1671. Both were withdrawn from Central Line service on 18 January 1995 (although they last ran in service two days previously) on which date they were transferred to Uxbridge for storage, for possible use on the Northern Line (which in the end didn't happen). They returned to Ruislip on 30 August 1995 and lingered on there until sent for scrap by road to Mayer Parry of Newmarket on 1 November 1995 (1670) and 4 November 1995 (1671). It is assumed that the cabs were cut off at Mayer Parry and returned to London at an unknown date.

**NF 15/06** – The four DLR vehicles that were painted in Olympic Bid livery continue to run but without the "Host City" decals, but LU's C Stock train continues in service untouched, presumably because of the shortage of these trains because of the incidents of 7 July 2005. In contrast, a First Great Western Link Turbo DMU was seen in the high-level bay platform at Greenford on a local service to Paddington on 3 December 2005 in light blue "Olympic" livery and still sporting its decals.