

## PAST TIMES

### 50 YEARS AGO – UNDERGROUND No.51 – March 1966

**NF 544** – There was a derailment on 09.02.66 on the shunting neck at Golders Green, caused by a misinterpretation of instructions it appears.

**NF 546** – From 31.01.66 Twin Rover tickets have been in black type on blue card. Shortly before the changeover it was observed that these tickets were appearing on a thicker card and in a much deeper yellow than had been usual.

**NF 547** – A new car park is in use at Leytonstone station. From 14.02.66 a park has been open on the site of the old goods yard to the west of the station and holds 199 cars. The original car park on the other side of the station holds 91 cars, making total capacity at this station 290.

**NF 548** – Sleet loco ESL113 was derailed at Earl's Court at 01.30 on 11.02.66. It was re-railed by 09.30 but was not removed by battery loco L30 until about 12.00.

**NF 549** – It is understood that the proposed installation of a scanning system at Leicester Square has been held in abeyance, and that the numbers on the sides of all Northern Line trains have been removed again and put in store<sup>1</sup>.

**NF 552** – At 10.45 on 01.12.65 A Stock set 113 tried to stop on Westinghouse brake at Watford and due to delay in operation went into the end. Only damage was to the cable to the red buffer stop light which was broken. The train was taken out of service, though undamaged, and returned to Rickmansworth via the Watford North Curve.

**NF 555** – After the completion of the diversion work on the City Widened Lines, the temporary local signal cabin, serving Widened Lines only at Moorgate, was closed from 03.02.66.

**NF 558** – A delay of 9 minutes occurred on the Met. at Harrow on 19.01.66 when a driver refused to go on because the cab heater failed. Passengers resisted being turned out and eventually the train continued to Aldgate.

### 25 YEARS AGO – UNDERGROUND NEWS No.351 – March 1991

**NF 27/91** – The four-car refurbished unit of A62 Stock (5132) along with unit 5199 ventured onto the East London Line on Saturday 29.12.90 working football special train 176 which 'works as required' carrying return supporters from Millwall.

**NF 33/91** – From Monday 21 January 1991 the peaks-only Watford Junction – Croxley Green branch service has been cut severely, from 15 round trips per day to just three, leaving the first two (of six) in the morning and the very last journey (of the former nine) in the afternoon/evening. All three remaining trips have been retimed. The two morning trains now run earlier at 06.46 and 07.18 from Watford Junction (previously 07.08 and 07.32) and the evening trip now runs later at 19.10 from Watford Junction instead of 18.59. This means that, with the second morning trip now arriving back at Watford Junction at 07.37, the class 313 unit can now quite nicely take up the working of the 07.48 train to Liverpool Street. In the evening, the 17.50 ex-Liverpool Street is due in Watford Junction at 19.00 and can now work the last train to Croxley Green. Formal publicity for the change seems to have been minimal. At Watford Junction, for example, a solitary poster has been displayed near the DC platforms since just before Christmas. The times are now as follows:

Watford Junction	06.46	07.18	19.10	Croxley Green	06.57	07.29	19.21
Watford High Street	06.49	07.21	19.13	Watford West	06.59	07.31	19.23
Watford West	06.52	07.24	19.16	Watford High Street	07.02	07.34	19.26
Croxley Green	06.54	07.26	19.18	Watford Junction	07.05	07.37	19.29

**NF 35/91** – At about 15.20 on 23 January, three Docklands Light Railway trains were in service NORTH of Bow Church, on the 'single line' section!! One was proceeding north to Pudding Mill Lane, where the second train was waiting in the loop. The first train stopped at the intermediate signal on the normal (straight) track and, after a few seconds, the second departed southbound. Some two to three minutes

<sup>1</sup> In connection with a future train number reading device at Leicester Square (Northern Line), trains were equipped to display yellow-on-black set numbers at the bottom of side cab door windows on both sides, with the traditional white-on-black set numbers to be continued on front 'M' door. It was supposed to be effective from 2 January 1966 but the experiment was held in abeyance at the last minute. A similar experiment was set up in November 1969 and Piccadilly Line trains were to display yellow-on-black set numbers at bottom of side cab door windows on motorman's side (note, not both sides), with the traditional white-on-black set numbers continuing in the front box on 'M' door.

later, a third train arrived from Stratford and stopped in the loop. The first train then continued to Stratford. No reason for this 'bunching' was obvious, as all trains appeared to be working in automatic mode at normal speeds. Shortly after this, normal service intervals seemed to apply, but at least one southbound train was routed through the Pudding Mill Lane loop – it slowed to take the turnout and at the intermediate signal, but it did not actually stop in the loop.

**NF 38/91** – Notices have been posted stating BR NSE's proposal to withdraw BR services from Westbourne Park station. An official notice at Baker Street station has a printed note added that an objection to closure has been made.

## THE THINGS THEY SAID

(i)

"This is a momentous day for Docklands. I hope the line will bring the area industry, life and fun". Miss Shelagh Roberts (leader of the GLC planning and communications policy committee) on 5 July 1977, on the occasion of taking the first sample bore for the Jubilee Line eastern extension (first version) at Cubitt Town.

(ii)

"This line will be built whether the Government agrees to help or not. If we cannot borrow money, we shall raise it from the rates, and damn the Government".

Mr. (later Sir) Horace Cutler, speaking of the Jubilee Line eastern extension on 26 April 1978, just before drilling exploratory holes in the road surface at Aldwych.

(iii)

"One trusts that the planners' prediction of traffic will be met, and, perhaps even exceeded". John Glover, at the end of an article on the Docklands Light Railway in *Modern Railways*, January 1984.

## 10 YEARS AGO – UNDERGROUND NEWS No.531 – March 2006

**NF 18/06** – Noted on 7 December 2005 at the site of the former shed at Wembley Park was that ballast was being laid and at least two sets of new tracks visible. In February 2006 it is planned that an additional track and a set of points are to be laid so as to connect the end of the depot reception road/shunting neck north of Neasden into the southbound 'fast' Metropolitan Line just south of Wembley Park station, so as to give parallel access into Neasden depot (i.e. to allow a train to go from platform No.6 to Neasden depot at the same time as one departs platform No.5 for Baker Street or the City .....

**NF 20/06** – A surprise arrival at "The Depot" at Acton on 7 December 2005 was a motor coach from ex-Southern Railway 4-COR unit 3142.

**NF 23/06** – The 'Iron Horse' public house in Amersham, opposite the Underground station, has been demolished. In its place, an apartment block is being erected, which is to be called 'Metro'.

**NF 24/06** – After the close of traffic on Saturday 28 January 2006, the "calling-on" signal (JP133) on the approach to Watford on the Metropolitan Line was taken out of use and the disc signal removed. As far as it is known, this was one of only two calling-on signals remaining on the Underground network, the other being on the eastbound approach to Parsons Green. The calling-on signals at Watford and Uxbridge were last used at an unknown date in 1982.

**NF 30/06** – The two-car former Weed Killing unit of 1938 Tube Stock had been withdrawn since October 2004 and has been stored in Ruislip depot. More recently, it has been moved out into the open to release more covered space within the depot. In the background can be seen one of the four remaining ex-BR coaches, which have also been stored outside the depot for several months.