

PAST TIMES

50 YEARS AGO – UNDERGROUND No.63 – March 1967

NF 615 – A man walking along the track home from Plaistow to West Ham was struck by an Eastern Region train at 23.55 on Saturday 21-1-1967. The impact threw him under the last District Line train over that section (the 23.26 Upminster – Ealing) which completed its journey 70 minutes late.

NF 619 – An automatic train announcer is being installed experimentally by LT at Finchley Road, Metropolitan Line. The appropriate announcements are being taped by Anna Garland, a member of LT's commercial advertising staff who has had experience on the stage as an amateur.

NF 622 – All motormen's cabs are to be draught-proofed at a cost of £10 each, using aluminium-mounted nylon bristles.

NF 624 – Experiments seem to be in hand on the Piccadilly Line in connection with train marking. First noted on 18-11-1966 was a car with Underground on the side panels instead of the usual London Transport – the car was (1959 Tube Stock) 1103, and the wording was stuck on in a fablon-like material in Day-Glo red, with the numbers in the same material. The overhaul date was 10/65, so the lettering must have been done as a special job. This is the first time in about 30 years that Underground has appeared on rolling stock.

NF 628 – A three-car unit seen in service on the Bakerloo Line on 16-1-1967 was noted as 10079-012517-31015. 012517 is a 1938 Metro-Cammell car, with paint-date 9/66. (*Editor's note – Trailer 012517 was converted at Acton Works from the undamaged trailing ends of driving motor cars 10296 and 11073, with a conversion date of 19.10.66 recorded*).

25 YEARS AGO – UNDERGROUND NEWS No.363 – March 1992

NF 13/92 – A westbound District Line train became derailed whilst entering platform 4 at Whitechapel at 18.03 on Tuesday evening 7.1.92, causing some bodywork damage to the east end trailer 17035. Coincidentally, the train involved comprised two units which can both be described as the most 'extensively travelled' on the District Line metals (or beyond!). Unit 7035 (east end) had previously overran the buffers in Upminster depot (12.1.87 – and had only recently re-entered service following repair and cannibalisation for overhaul spares), while west end unit DM 7100 previously ended up on the concourse at Richmond station (18.9.87). This has led to trailer 17077 temporarily replacing 17035 while the latter is repaired.

SPECIAL
WEST RUISLIP
RUISLIP GARDENS
NORTHOLT
EALING BROADWAY
NORTH ACTON
WHITE CITY
QUEENSWAY
TOTTENHAM COURT RD
HOLBORN
MARBLE ARCH
LIVERPOOL STREET
BETHNAL GREEN
LEYTONSTONE
NEWBURY PARK
HAINAULT
VIA NEWBURY PARK
WOODFORD

NF 14/92 – The complete fleet of 1962 Tube Stock trains on the Central Line have had their destination blinds replaced, to take into account the new 'pan-handle' service operated around the Hainault loop in both directions in the peaks. This new pattern of service began on 8 April 1991 with Working Timetable No.52. There are now two destinations which have black lettering on a yellow background, and there are a number of interesting destinations also. The complete list is as shown (*Left*). The black-on-yellow blinds are Woodford via Hainault and Hainault via Woodford, while Liverpool Street replaces 'Liverpool St' and Ealing Broadway replaces 'Ealing Bdy'.

NF 15/92 – Most unusually, a southbound Jubilee Line train started from platform 5 (southbound Metropolitan Line) at Wembley Park on 22.12.91. It arrived at 13.42 from Neasden Depot as train 301, apparently deputising for a defective train, and crossed over to the Jubilee Line just north of Neasden.

NF 18/92 – After many months' absence, the enamel blue bars from the pre-LT solid roundel signs at Ealing Broadway have at last been replaced. In the past, some of the original plates were either stolen

WOODFORD VIA HAINAULT
GRANGE HILL VIA WOODFORD
HAINAULT VIA WOODFORD
LOUGHTON DEBDEN EPPING NORTH WEALD ONGAR SPECIAL

or vandalised, leading to the removal of those remaining whilst renovation work was carried out on the station. As an interim measure, temporary plastic bars were installed, through care was taken to retain the use of a non-Johnston pre-LT-style typeface. The new bars are manufactured from the traditional enamel and are almost indistinguishable from the District Railway originals, save for the omission of the 'Chromo, Wolverhampton' maker's name. Again, care has been taken to use the correct style of lettering. Unfortunately, the period effect is still marred by the wooden surrounds which frame the bars. These, which were originally painted red, and later blue, in an attempt to modernise the signs' appearance, are now coloured a totally inappropriate lime green.

NF 22/92 – For the first time in many years the ground frame at Surrey Quays on the East London line was used to reverse the service south to north after a lorry struck a bridge south of Surrey Quays station on 20.1.91.

10 YEARS AGO – UNDERGROUND NEWS No.543 – March 2007

NF 14/07 – Unrefurbished DLR vehicle 96 in original livery was seen in service on Monday 15 January 2007 (coupled with 11) on the Tower Gateway – Beckton service during the midday period. It then continued to operate into the morning peak on 25 January before it was 'stopped' to go to Wolverton the same day. Thus ends some 20 years of the blue and red livery associated with the DLR, all trains in service now being in red with a wavy blue line along the car sides.

NF 16/07 – On the East London Line Shoreditch (ELS) replacement bus service, a single deck bus (not in ELS livery) was noted substituting in January 2007 between Whitechapel and Shoreditch. It showed "Rail Replacement Service Ê" in the destination box and Ê in the route box. There was no indication that it was an ELS service. Timekeeping has become rather sloppy in recent weeks.

NF 18/07 – It will be recalled from previous issues of *Underground News* that the Piccadilly Line platforms at Gloucester Road are being refurbished, with a copy of the original 1906 tile scheme being employed. First noticed on the westbound platform on 31 January at the west end was that one temporary 'Way Out' sign had the 'teal' Waterloo & City Line colour band!

NF 20/07 – As at the beginning of February 2007, the two new escalators at North Greenwich linking the ticket hall with the upper (bus station) level had been 'uncovered' with the hoardings removed but were not in service. The new escalators are numbered (from the left) 10 and 1. Both are new, but No.1 takes the place of the 'half-length' escalator that was provided from when the line opened. The existing 2 and 3 remain unaltered, thus making four escalators in the bank.