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# UNDERGROUND NEWS

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176

21 August 1976

Saturday 4 September

The Society is visiting the Isle of Wight to see various items of Underground interest ranging from beach huts on the East Coast to the rolling stock used on the railway. There is also plenty more of ENORMOUS interest. Please send SAE to OVO (LURS), 39 Durnsford Road, London N11 2EP, if you wish to join the group.

Friday 10 September

A talk will be given by our member, Gordon Hafter, on aspects of 1973 tube stock operation, now that some experience with this stock has been gained. 19.00 for 19.15 at Hammersmith Town Hall.

Saturday 11 September

The Society will be operating its stand at the Transport Spectacular organized by the London Omnibus Traction Society at Central Hall, Westminster, from 11.00 a.m. to 3.00 p.m.

Saturday 18 September

Visit to Morden depot in the morning (restricted in numbers). Please apply IMMEDIATELY, enclosing 1st Class SAE to 113 Wandle Road, Morden Surrey SM4 6AD.

Friday/Saturday 24/5 September

Visit to Liverpool. See UN174 for fuller instructions.

Friday 8 October

Our President, John R Day, will give an Address entitled (MHE) 'Historical Hodge-podge'. At Hammersmith Town Hall, 19.00 for 19.15

## 1938 STOCK IMPROVEMENT

The existing 1938 Bakerloo Line rolling stock is expected to continue in passenger service until the early 1980s before replacement will be possible. It is, therefore, important that this stock, which is already more than thirty-five years old, be maintained in a highly servicable condition. The Greater London Council on 6 July 1971 approved the rehabilitation of 58 trains (406 cars) at an estimated cost of £1.8million. The train requirements for the Bakerloo Line were reassessed during 1974 and a new programme was agreed involving 34 trains at a reduced cost of £1.48million. To date, twenty-eight trains out of the thirty-four necessary to provide a satisfactory standard of service on the Line until such time as 1972 Mk II rolling stock can be transferred to it from the Fleet Line, have been rehabilitated.

However, the programme of overhaul ceased due to industrial action at Acton Works from July 1974 to January 1975. This, together with a changeover of staff during the industrial action, particularly by body-makers, left a labour force resuming the rehabilitation work composed largely of people inexperienced in this type of work; because of this the programme became further delayed. As a result of the industrial action and inflation generally, to complete the programme on the remaining six trains will cost a further £550 000; a total cost now of £2.04million or a rise of 37%

Experience with rehabilitated cars has shown that a reduction in the failure rate of between 15-20% can be expected in comparison with untreated cars. If this programme were not completed, many of the untreated cars would become unservicable before the 1972 Mk II rolling stock could be introduced. London Transport estimates that under these circumstances a loss of approximately £130 000 per annum in receipts could be expected. This compares with a cost of £94 000 per annum to continue maintenance for the residual seven-year life of the stock.

The GLC is supporting LT in its policy of rehabilitating the 1938 rolling stock and is requesting the Executive to report on the feasibility of overhauling further trains. The number of trains rehabilitated will determine the service patterns and peak-hour service after the opening of Stage I of the Fleet Line. Meanwhile discussions are taking place between the Department of the Environment, British Rail, London Transport and the Greater London Council on a possible service extension beyond Queens Park, as recommended in chapter 6, paragraph 37 of the London Rail Study.

### HEADLIGHT CODES

A contributor has supplied the following information.

Extract from the Great Northern & City (Electric Railway) 1906 Rule Book.

Rule 55 'Each train will carry two "white" head lights and two "red" tail lights.'

Extract from London Underground Electric Railways Rule Book 1907.

Rule 51 (a) At the head and tail of each train there are two marker lights, one of which is lighted by electricity and the other by oil. The marker lights at the head of the train must show lights as follows:-

Baker Street and Waterloo Railway - 2 white

Great Northern, Piccadilly and Brompton Railway - 2 white

Charing Cross, Euston and Hampstead Railway:

between Charing Cross and Golders Green - 1 white, 1 green

between Charing Cross and Hampstead - 2 green

between Charing Cross and Highgate - 2 white

and at the rear of all trains 2 red lights.

(b) During wrong road movements the head and tail lights must show Red and also during shunting operations.

(c) Trains on the Charing Cross, Euston and Hampstead Railway will carry destination signs, and the conductor will be responsible for changing destination signs to their proper descriptions.

Information from the Ealing & Shepherds Bush section of the GWR, 1927 Rule Book reveals that E&SBRY trains from the Central London Railway carried two red tail lights and one white head light, to the left as one looks towards the train.

CLAPHAM COMMON ESCALATORS

Passengers using Clapham Common underground station have had to wait patiently since 3 March 1975 for work on one of the two escalators to be completed. The original estimate for the completion of the work of replacement was nine months, this was then extended until May 1976. It is now hoped to have the escalator back in operation later this year.

Several passengers meanwhile have complained to the London Transport Passengers' Committee because of London Transport's proposal to renovate the second escalator. The Executive has now given assurances that work on the second escalator will not start until the completion of the work on the first.

At the LTPC meeting on 15 July Mr Brewer, London Transport's liaison officer to the committee, explained that when work had begun the exact extent of replacement parts necessary was not precisely determinable. The interruption in the supply of essential parts due to labour and parts difficulties with the manufacturers was the main cause of the delay.

Work on the second escalator would not now begin until late spring of 1977.

REVIEWS

'Biorhythm: A Personal Science' Bernard Gittelson, Futura Publications Ltd, £1.95. Since cycles of one kind or another are inherent in life itself, many attempts have been made to establish a regular periodicity for any associated with human beings. The advocates of Biorhythm - who have achieved, it would seem, quite a reputable following in countries such as Japan - claim that from the moment of birth we experience physical, emotional and intellectual cycles, each with a different periodicity of an exact number of days.

It is claimed that the most important days are (rather surprisingly) not at the extremes of the cycles but on so-called 'critical' days, when they pass through their mean values.

The especial usefulness of this book is that it presents in a convenient way sets of tables to enable a person born on a particular day to calculate his or her 'critical' days.

What might set underground-minded readers scurrying through the records of the Railway Inspectorate looking for birthdays is the statement right at the end. It is alleged that for the driver of the train that

crashed at Moorgate this was an emotionally 'critical' day. A subject worth going into in some detail perhaps, because of its wide-ranging implications; although it is disheartening that the date of the Moorgate crash is wrongly quoted!

'The Secret Underground Railway Executive HQ' appearing in 'After the Battle' number 12. Battle of Britain Prints International Ltd, 1976. 75p. Bearing in mind the intended readership of the magazine, the five-page article can only be described as very good indeed. Obviously a book about the subject would have been better, but until such time as this is possible, the profusely illustrated article will have to do.

It describes the formation of the Railway Executive Committee and its search for safe premises before the last war. The article then goes on to describe the station at Down Street and its conversion to REC headquarters. A greater-than-full-page plan makes most interesting studying too.

The article is the better for part of the After-the-Battle editorial team having been allowed to visit the site and look around for themselves. Another good feature is that a number of photographs taken at the time the establishment was in use have been shown adjacent to some photographs as the place appears now. The team was told that most of the equipment was removed after the war but that the few remaining fittings were supposedly still useable, including the special access lift. Although in a poor state of repair the site appears to be still useable, if necessary.

The scheme of construction was under the direction of London Transport's Chief Engineer, Mr V A M Robertson (who was discharged by the Board under suspicious circumstances four years later) although the design was apparently organized by the London, Midland and Scottish Railway.

Although the reviewer does not pretend to like 'this sort of magazine' it has a definite appeal and is full of interest, dwelling not on dubious war-time heroics but on such diverse things as the making of the film 'It Happened Here' (a portrait of life in Britain under Nazi rule) which happens to include a 'still' of Nazi troops leaping on a train at Colindale Underground station, US preserved warships, and the story of Volkswagen cars! On the other hand, for 75p one expects a quality magazine.

'London Transport Posters 1976' Michael F Levey (with an Introduction by Roy Strong). Phaidon/London Transport. £3.50 paperback. It is always a pleasure to look at old London Transport posters and this, third post-war, selection is no exception. If it is a cliché to state that London Transport has a long and distinguished tradition in the use of the poster as a publicity medium, it is even more of a cliché to attribute this to the influence of the late Frank Pick, and from this point of view the descriptive part of the book tells us nothing new. These and many more hackneyed expressions are to be found in the introduction and brief descriptions of the plates; particularly annoying is the one perpetuating the error that Edward Johnston was commissioned in 1916 to design an exclusive typeface for the Underground. Johnston type was first used in 1916 and it would have been impossible for someone of E.J.'s temperament to have produced a complete fount in less than twelve months. He was, in fact, commissioned in 1913 and the job took him three years.

These observations, however, in no way detract from the pleasure the bulk of the book gives. Comprising eighty reproductions (64 of them in full colour) of favourite posters from 1908 to 1976, it is in a number of ways better than its predecessors, 'Art for All' and 'LT Posters 1963', in that the size of each reproduction is larger than in the earlier books

and the complete poster is shown, not only the pictorial part. The standard of printing on the four-colour sets (by the Severn Valley Press, Caerphilly) is generally extremely high though it is a pity that economies have been made in the finishing of the book. 'Perfect' binding is a mis-nomer if ever there was one and must be especially badly suited to a book of this nature which is likely to be opened flat frequently. The mortality rate is expected to be high.

'London Buses' Map and List of Routes, No 1 1976. The map was issued during April and the actual diagram is dated 10.4.76 and is number 14 in this series which might well come to an end quite soon. The leaflet is essentially the same as its predecessors and contains the relevant alterations, including the Brent Cross shopping centre and the replacement of 'Dial-a-Bus' by route H2. Brent station is shown as Brent Cross. Print reference is 276/1324M/1000M.

Lambert, G W 'D D Home and the Physical World' Journal of the Society for Psychical Research, Vol 48 No 768, June 1976 (pp 298-314)

One of the most famous spiritualists of the nineteenth century was Daniel Douglass Home. Born in Scotland in 1833, he moved to the United States of America in 1842, and returned to England in 1855. Thereafter, when mysterious disturbances occurred in houses, he was frequently called in to alleviate them. Other gifts were also credited to him, which today seem beyond belief, but nevertheless his veracity was accepted by such a distinguished scientist as Sir William Crookes, FRS.

In this paper Mr G W Lambert discusses the location of the houses in London where D D Home attended disturbances, and makes clever deductions about a possible physical origin which a (presumably fraudulent) medium could have turned to his advantage.

Briefly, his hypothesis is that the fact that all the houses were situated over underground watercourses is not a coincidence, but that D D Home selected such houses for his demonstrations. With one exception, the disturbances - as a useful chart illustrates - were recorded between 1860 and 1873, the later ones being significantly further to the south.

By what would be an extraordinary coincidence, during this period were being built first the Metropolitan Railway, then, to the South, the Metropolitan District. The three watercourses crossed these railways. So Mr Lambert suggests that D D Home's credulous audiences were taken in by noises and movements associated with the flow in the sewers, sometimes interrupted for railway works.

Such debunking of the fraudulent is a necessary part of the scientific investigation of inexplicable faculties. Mr Lambert appears to have done a good job, but has apparently only consulted two specifically railway references, 'The Underground Story' of 1963 by H Douglas, and 'The District Line' of 1971 by C E Lee. One is tempted to suggest that further research might clinch the matter once and for all.

Details of the disturbances are well documented in various other references, also given. Perhaps a student of early Underground history might feel encouraged to examine them?

#### TREASURE HUNT

Two years ago was published in Underground of the time the set of questions used in the Cambridge University Railway Club 'Treasure Hunt' of that year, which took place on the London Underground system. The quest-

ions were to a standard suitable for competitors not necessarily familiar with the system. Our members Ian Robins and Nicholas Mitchell have since prepared a similar set of questions designed for members of this Society, so they are harder. The answers may be found anywhere on the system and some questions are topical, for example, they may refer to a currently-displayed poster. There are no prizes being offered for the highest score but members wishing to compete may send their attempts to 'Treasure Hunt Entries Scrutineer, 26 Redington Gardens, London NW3 7RX', to arrive by 15 September.

There are two types of question; numbers 2-12 are cryptic or anagram 'crossword-type' and the answers required are station names (number of letters in the name indicated by numbers in brackets). The second part of these questions refers to that station. The other questions are all straightforward and are based on observation. The number of marks allocated to each correct answer is given in brackets at the end of each question. The compilers' decision is final. Answers will be published in Underground News later in the year.

1. 'Treat now my shabby state with unction,  
In days of yore I was a junction.  
The branches left from my Eastern end  
Passengers for New Cross and Whitechapel to send  
But closed now for many a year I have been.'  
Where on the District can my name still be seen? (3)
2. Corrupt her harbour (11) - what is the inscription carved over  
the tunnel mouth? (1,4)
3. Wary beast is confused (9) - what letters make up the mono-  
grams? (1,2)
4. Parsons Green promoted? (6,4) - what is the gradient through  
the station? (1,2)
5. Hair is not let down here (4,6) - what is beyond the LT buffers  
on platform 1? (1,2)
6. Clip Cyclic Radius in a whirl (10,6) - what object, in a subway,  
bears the inscription 'N960/118' ? (1,3)
7. Better rakes can be obtained from this station (5,6) - where is  
the Plasser Inspector's office? (1,2)
8. They've got Lucan, we hear (5,5) - what is 6'  $9\frac{3}{4}$ " from a wall  
on platform 1? (1,3)
9. Mick's thorn angers cabmen, wrongly (7,5,10) - what is the ARP  
number on floodgate 8S ? (1,2)
10. Trunk call to Revie (10) - what is tiled in red on white? (1,2)
11. If you want Three Nuns, you'll find plenty of choice here (5,7)  
- what does the illuminated indicator near the starter on plat-  
form 2 say? (1,2)
12. Two buildings in one (7,5) - who would you contact in an emer-  
gency involving the grey cabin in the old bay road? (1,2)
13. There are bird symbols here, but one is a spot off colour.  
Where EXACTLY is it? (3)

14. What have Preston Road, Buckhurst Hill, Moor Park, Kilburn and South Ruislip all got in common? (5)
15. Between which two stations is there a clinical research centre? (2)
16. Who makes instrument cases to your size and specification? (2)
17. How many cross-bars are there in the standard LT Track Drain grille? (2)
18. Which McMullen's pub can be seen from the Underground? (2)
19. Where can you see the following inscription? 'GNR Boundary 2 $\frac{1}{2}$ " in front of this stone' (5)
20. Leaving which station can you see a sign saying 'KP/HF'? (5)
21. What is below Fisher, Furn & Leigh Ltd? (3)
22. There is a post with two kilometre plates crossed out. One is 17.4Km; what is the other one? (2)
23. In which postal district were Franco Signs? (2)
24. Which platform has most bar-and-circle signs reading 'TOTTENHAM COURT RD.'? (2)
25. Where are there road traffic signals interworked with railway signals? (4)
26. How many railway TRACKS cross under the WB Piccadilly Line track going from Acton Town to Rayners Lane? (3)
27. Where can you see a tank room? (3)
28. How many bar-and-circle signs are there on the disused platform at Wood Lane? (3)
29. Where is there a platform, not on the Victoria Line, with a Victoria Line tile motif? Who made the clocks? (1,2)
30. What is a notable feature about structure 022? (3)
31. Where can the following be seen on a sign? 'Series operation as far as coasting board' (4)
32. Which station has reversable direction arrows? (3)
33. Where can you see a green strip inscribed '2M'? How many escalators are there at this station? (2,2)
34. On what can you see printed '1173/113,500(CH)'? (3)
35. Why are pigeons unpopular with LT? (2)
36. What did Thomas Fuller, Samuel Swann, Arthur Lewis, William T Harvey and John C Innocent all have in common? (4)
37. Produce an LT ticket for 15p or less valid ONLY on British Rail trains. (5)
38. Between which two stations can you see a company that apparently mends buses? (3)
39. Where should you apparently park at an angle, off the electric

- live rails? (4)
40. Where do you alight for the civic centre? (2)
41. What special thing does the guard of a Watford train do at Kilburn Park? (3)
42. Where does the Elmtree 98B Bus stop? (3)
43. At Brent Cross, what is the fare to Maryland? Why did the man want a bank loan? (2,2)
44. How many hanging grips are there on a Mk I 1972 tube stock driving motor car? (2)
45. Which City station has been de-named? What else is missing? (2,2)
46. Write your own question for possible use next time. Please INCLUDE solution. (marks out of five).

LETTER TO THE EDITOR

Sir,

Readers may recall that there was a certain amount of discussion in the columns of Underground News some months ago about the use of purple headlights on the Metropolitan Line (and no doubt Railway before it). It might, therefore, be of interest to record that some additional information has come my way (while I was actually looking for something else....) on this subject.

It appears that the use of purple headlights on the Metropolitan Line was discontinued from Sunday 11 November 1945 when the whole headlight code system then in use on Surface Lines was rationalised (though the District Line codes were not affected very much).

Amongst other changes on the Metropolitan was the introduction of an extra brown (-painted) oil lamp in some codes used by Circle trains, in addition to the normal electric lamps built into the fronts of the cabs. This feature was to be short-lived and probably wasn't perpetuated after CO stock was introduced to the Circle service.

At risk of reviving the earlier discussion, the document containing the above information refers to BLUE lights used by some LMS services on the City Widened Lines whereas the Met lights discontinued are described as PURPLE (vide John Reed and Peter Densham). Is it possible to resolve this dilemma?

I look forward with GREAT interest to the threatened treatise on headlight codes alluded to in UN174.

Yours faithfully  
G Jasieniecki

12 August 1976  
West Brompton, SW10

NEASDEN DEPOT COLLISION - 7 JULY 1976

The deaths of two traincrew in the collision at Neasden depot on 7 July was the result of an accident which highlights the way in which 'accepted' rules irregularities and slightly abnormal circumstances contrive to form dangerous situations.

The collision seems to have occurred because a train was travelling



much too fast, and the route was not checked. Essentially, the circumstances are that two trains were due to enter the depot at the north end, pass through number 39 road to the washing plant at the south end and then be washed. The first of the two trains in question failed to stop at the appropriate stop board - instead the shunter gave it an unauthorized (but commonly accepted) handsignal meaning 'GO TO WASH'. As it happened, the driver (a motorman with over twenty years' service) became confused and entered number 40 road where he drew up behind stabled stock. Number 39 road was the wash road and the points had wrongly been set, a matter which had gone unnoticed. The driver of this train, No 161, waited for a few minutes imagining there to be a queue and then shut down his train, finished his duty and went home. The driver of the following train, No 111, seems to have adopted the same procedure as that of No 161 and, without stopping, accepted the unauthorized handsignal. On receipt of the signal he put the master controller to at least the full series position and collided with number 161 at speed. The Guard, who was in the driver's cab, was killed instantly and the motorman died shortly afterwards.

The circumstances leading up to, and following, the accident are interesting - if not to say obscure. The signalman at Neasden North cabin says he signalled the three stabling trains dealt with during his period in the box by sending them 'over the top', that is, not by means of the flyunder. He also says train 111 went past his box at speed. On the other hand a trainman's inspector, who happened to be on the train having boarded at Wembley Park, insists the train went down the flyunder and stopped at the top of the 'dip' at a signal, almost outside the cabin. On the other hand, he alleges he was waiting for a depot train at Wembley Park and saw one waiting in the siding. The motorman who was with the inspector says that they boarded the train at the south end of the north-bound platform, which means that the train would not have come from the siding at all, but must have reversed in the platform and proceeded 'down the dip'. The motorman is also most certain that the train stopped at signal MH46, at the top of the dip before moving off into the depot. So, out of the three people who were in a position to know what the train did, each has a very different interpretation. The inspector and his trainee were not in the cab and had no particular reason to observe the journey.

The next matter to take into account is that the Neasden North signalman suggests that the stabling sheet (telling him which reception roads trains must proceed onto) was in some way inadequate on this occasion; it wasn't clear what should go where. The Neasden North shunter agrees that there was something very wrong and at the time of the collision he was being kept extremely busy sorting out the mess. He had Metropolitan Line trains coming in on the wrong road and had nowhere to put them, so he was trying to get in touch with the signalman in order to sort him out; at the same time a train had come in (wrongly) on a different reception road and was blocking a whole area of the depot and he had the Croyley Tip train waiting to leave, together with irate crew wanting to know why they were being delayed. In the midst of all this, he failed to notice train 161 enter the wrong road, and directed train 111 also, onto the same wrong road. In each case the crew, for some reason, accepted the wrong road.

People on the scene at the time of the collision each say they saw between one and four people passing back through the crashed train, towards the middle. It transpires that these people were Trainman's Insp-

ector Langdale and his trainee motorman, who following the crash left the train quickly through the middle cab door and went straight to have a cup of tea in the canteen; they did not look at the scene nor summon help. The inspector (who was held almost entirely responsible, by the railway inspectorate, for the serious collision at Neasden station in 1968) did not report that he had been on train 111 until five hours after the collision, and the motorman not at all. He was only told, apparently, that it was known he had been on the train when Langdale visited him at home that evening. At the subsequent Personnel Enquiry it transpired that Mr Langdale was in a position to have summarily dealt with a number of rule-breakings on train 111, had he wished to. Had he done so, the collision might not have occurred. One of Her Majesty's Inspecting Officers of Railways chaired the enquiry and took an extremely dim view of the trainman's inspector's activities before the collision - he seemed to take particular offence at remarks like 'we've been doing it for years' (with reference to passing stop-boards without halting). Actually, he couldn't have been really surprised, for we all sometimes suspect that rule-breakings do occur, but somehow do not expect a supervisor to so readily admit to it. The enquiry nearly degenerated into the philosophical argument as to whether the Rules are there for the benefit of the staff running a railway, of the passengers using it, or, facetiously, to protect the Executive when crews are 'caught out' by an accident. If almost any one of the seemingly minor contributory factors had not been present, then the deaths probably would not have occurred. In the event, it is likely that, for a while at least, the stabling procedure will be tightened up.

In the collision, no less than twenty-five cars were involved, for train 161 was propelled forward into the stabled stock. Out of this total, eighteen of the cars were EHO 1938 stock. From South to North (and the southernmost unit was involved in the Neasden collision of 26 August 1975), the cars were, 11214-12104-012295-10214, 11254-12433-012363-10254x11187-012273-10187, 11104-12429-012206-10104x11055-012184-10055 (train 161), 11036-12007-012188-10036x11181-012274-11181 (train 111).

#### JUST FOR THE RECORD

Apostrophe In a recent letter to the Evening News (28 July 1976) a contributor voices his unhappiness in the current misuse of apostrophes and cites, as an example, the stations Barons Court (no apostrophe) and Earl's Court just up the line (with apostrophe). Earls Court station has not always been spelt with an apostrophe, nor, probably (like the street name-signs outside) has it ever appeared with all its signs either with or without at the same time. Collins Author's and Printer's Dictionary assures us that Earl's Court is incorrect, whilst (at present) LIT insists on trying to enforce it throughout; in fact, about fifteen years ago the station was virtually re-named when all but two signs were replaced overnight in a well-publicised exercise following a report by an internal committee which had been set up to decide the question (had they referred to 'Collins'?).

Rough Justice According to the Daily Mirror (9 August 1976), a train security guard on the Paris Métro grabbed a man by the throat in a row over a ticket. The guard subsequently shot a Policeman, whereupon another Policeman shot the security guard. The circumstances are by no means clear, but it seems that the Police had been called by other passengers after

the ticket row, which could have been the cause of the trouble.

Get Away One evening early in June, at five minutes to ten, a delay lasting the best part of an hour was occasioned to an eastbound District Line train at Acton Town while Police swarmed onto the tracks in pursuit of, apparently, a fugitive. Traction supply to the area was switched off and the train service suspended (westbound District trains were diverted to Richmond and Piccadilly trains terminated at Hammersmith). The fugitive was not located and traction supplies were restored at 22.48. Meanwhile further Police searching Central Line tracks required the traction supply removed and train service disrupted between Ealing Broadway and North Acton. It is rumoured that the fugitive had leapt out of a police car at some traffic lights, but the tale does not relate whether he was subsequently apprehended or not.

Up and Down At a meeting of the GLC Transport Committee on the 15 June 1976 the Heathrow Airport Consultative Committee asked the GLC to incorporate a lift in the new Heathrow Central (Piccadilly Line) station. The committee argued that 25% of the expected 20 million passengers using the station would be encumbered with luggage or small children; also, there would be a number of passengers who, physically handicapped in some way, would find escalators inconvenient. The GLC asked LT to reconsider installing a small lift, in a space previously designated on the plans, for use by these sections of the travelling public. However, LT, after re-assessing the situation, has confirmed its earlier decision not to instal a lift.

#### HANDBOOK

A second amendment list and a list of material issued so far will be ready to be sent out with the next issue of Underground News. Holders of the Handbook will have noticed that in part of the last batch sent out (comprising sections D4, D5, D6), sections D5 and D6 were marked Issue A2. As issue A2 SUPERCEDES issue A1, the copy of issue A1 should now be destroyed.

#### OBITUARY

Information from The Times, 18 August 1976. Mr Erwin Rockwell died on 12 August. Mr Rockwell studied transport engineering in Berlin in the 1930s. In the mid 30s he moved to London and began to work for London Transport, for whom he worked for forty years. He played a large part in the Victoria Line project and it was his idea to 'roll-over' the tubes at Euston to enable easy interchange to take place with the City branch of the Northern Line there. His suggestion to provide the 'same level' interchange with the now Fleet Line at Green Park was not adopted '....others lacked his extra-ordinary vision....'. The London Rail Study's 'Crossrail' scheme was also a Rockwell idea. In addition to his many rail-oriented suggestions he was also well versed in road transport problems and assisted many bodies with his useful solutions and ideas. Mr Rockwell certainly always enjoyed his work and showed a terrific insight into modern transport problems.

#### NEWSFLASHES

NF 1703 The ex-Metropolitan Railway coach (last No 519) returned to

the hands of London Transport on Thursday 21 July. It is destined for the Covent Garden exhibition.

- NF 1704 A seven-car CO/CP stock train was noted in Northfields depot on Sunday 1 August for attention to wheels. It has been out of service since the middle of June. The cars were 54055-53255x 54016-013073-53016x54264-53220.
- NF 1705 Two 1938 stock trailers in EHO condition were transferred from Acton to Neasden on 26 July. They were 012256 and 012380, the replacement cars for the 1949 stock EHO trailers.
- NF 1706 The cab of 1938 stock motor car 11149 is being restored at Neasden for display at Syon Park (and at Covent Garden). 11149 was one of the cars involved in the Neasden collision of 26 August 1975. The exhibit comprises the cab and passenger compartment back to (but not including) the double-door opening. Presumably this means that a complete 1938 stock car is not now to be preserved?
- NF 1707 The Northern City Line reopened at about 06.20 on 16 August under the control of the British Railways Board. The opening did not go quite as intended. Everything went to plan until the first train attempted to leave, at 06.45. Something appears to have been wrong on the front unit however, and eventually, at about 07.05 passengers were detrained and with further delay the train reversed over the crossover and proceeded to Hornsey depot. The second train, which was now waiting just outside the station had meanwhile failed its tripcock test at Finsbury Park and proceeded empty through the station, reversed, and also returned to Hornsey depot. The third train was operative, however, so the first PASSENGER train on the modernised line left Drayton Park for Old Street at about 07.25. Moorgate station is expected to be opened for passenger use later this year, although trains already use the station for reversing purposes.
- NF 1708 A District Line special train ran on Sunday 18 July in connection with an LP sports event at Acton. A seven-car train left Upminster stopping at all stations to East Ham, then Bromley-by-Bow, Whitechapel and Mansion House, thence direct to 24 siding at Acton Works (adjacent to westbound local platform). It then reversed into the Works, arriving at 13.38. It picked up only passengers holding special tickets for the event. The train returned from Acton leaving at 19.11 and running by way of Ealing Broadway.
- NF 1709 At present it is PROPOSED that Moorgate (Northern City Line) station be reopened for passenger use from the arrival of the 06.45 train ex Drayton Park on Monday 6 September, subject to the completion of Nos 5 and 6 escalators at Moorgate.
- NF 1710 A new train-washing plant is in process of being commissioned at Neasden depot. It is on one of the approach roads at the north end.

#### CORRECTION

In NF 1680 on page 218, 'TCL' should read 'TCC'.