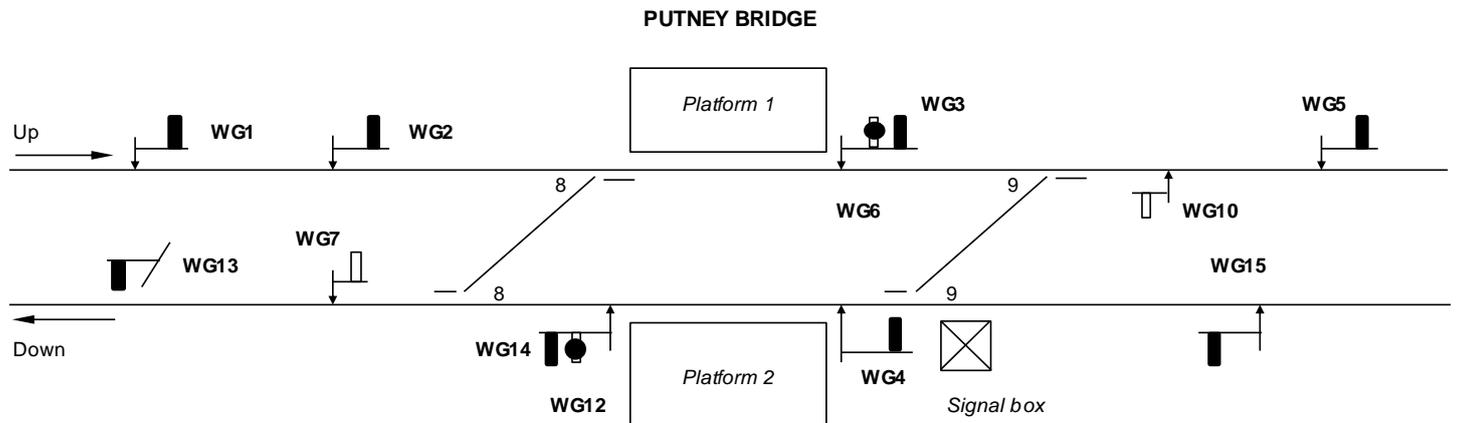


# ALL CHANGE AT PUTNEY BRIDGE

From the start of traffic on Tuesday 31 May 2016, the 'wheel' at Putney Bridge had turned 'full circle', with the track layout altered (back) to how it used to be in 1910 – i.e. a two-platform 'through' station (although there were emergency crossovers provided at both ends of the station).

**IN 1907 –**



**Below:** In early electric days at Putney Bridge looking west towards Wimbledon, but before the widening of 1910 and a third platform added. The signal box on the left dates back to September 1905, which replaced the original when the line opened in 1880. The signal frame from this then new 1905 box was transferred to a new signal box, provided from July 1910, slightly further north on the bridge parapet where the junction for the new back platform was located.

**Photo: LURS Collection**



With increasing traffic in the early part of the 20th century the District Railway sought to improve services and also to make track layouts more flexible. As the line beyond Putney Bridge to Wimbledon was 'main line' territory a new bay platform was provided to enable extra trains from London to terminate there.



**Left:** Insofar as Putney Bridge was concerned, the Down platform was converted into a bay platform and a new third platform was added 'around the back' through widening. The third track became operational from 24 April 1910 with the completion of the project two months later. This view looks east from the westbound (Down) side. From 12 January 1911 the buffer stop in the new bay platform was replaced by oil resistance buffer, its outer end just visible at lower left.

**Photo: LT Museum**



**Above:** District memories at Putney Bridge. A six-car train of H Stock departs the bay platform at Putney Bridge in the early-1950s (*Left*) with the 1910 junction to the westbound platform and the same vintage signal cabin to the right of the train. A six-car Q Stock train stands in the bay platform in 1970 (*Right*) with a Q27 motor car nearest the camera. It was the general rule that High Street Kensington and Edgware Road trains would terminate at Putney Bridge off-peak, although in later years most trains on the Wimbledon branch ran through.

**Photos: LURS Collection (Left) and Brian Hardy (Right)**

**Below:** Back to the Bank Holiday weekend of 28-30 May 2016, on Sunday 29 May 2016 the old westbound platform (*Left*) has been hoarded off and current rails have already been removed. Testing of the 'new' westbound platform took place on Bank Holiday Monday evening and a train of S Stock is entering the through platform (*Right*). On the right are hoardings which are believed to be temporary – a metal fence is expected to be installed in the future.

**Photos: Ralph Williams (Left) and Thomas Crame (Right)**

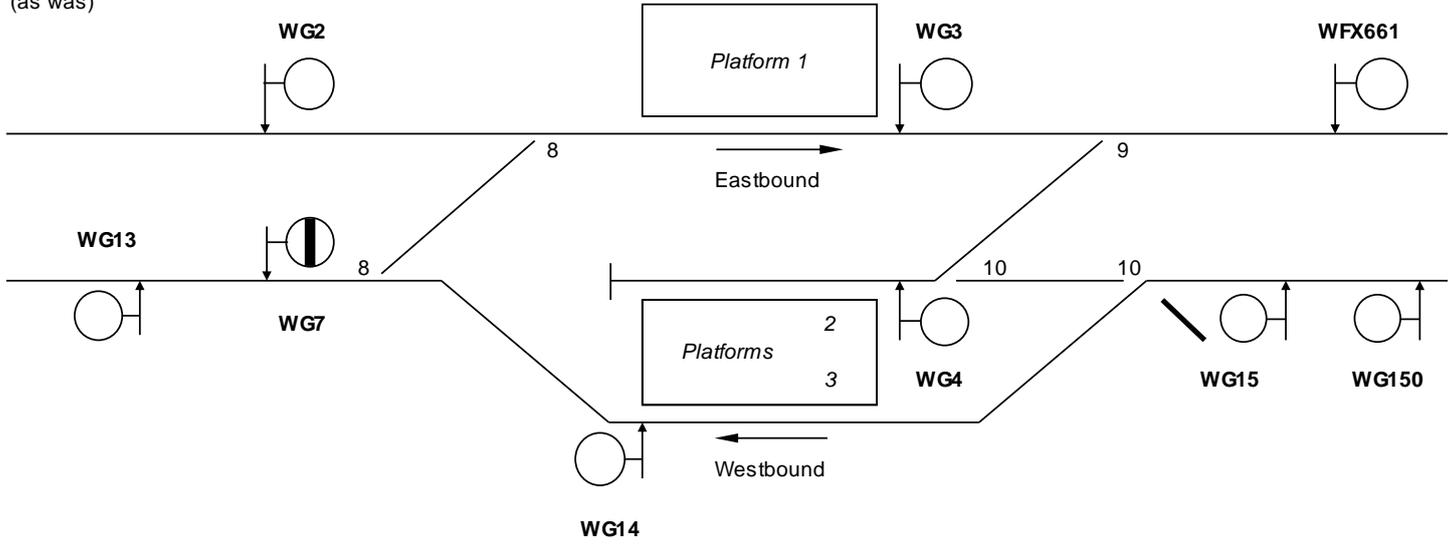


**Left:** D Stock in passenger service using the former bay platform, now the westbound through platform, on Tuesday 31 May 2016. S Stock trains, being slightly longer, have to stop a little further to the right with the leading pair of doors isolated. However, work continues to complete the project, which will see a short extension to the platform at the west end to enable S Stock to 'fit'.

**Photo: Tommy Cooling**

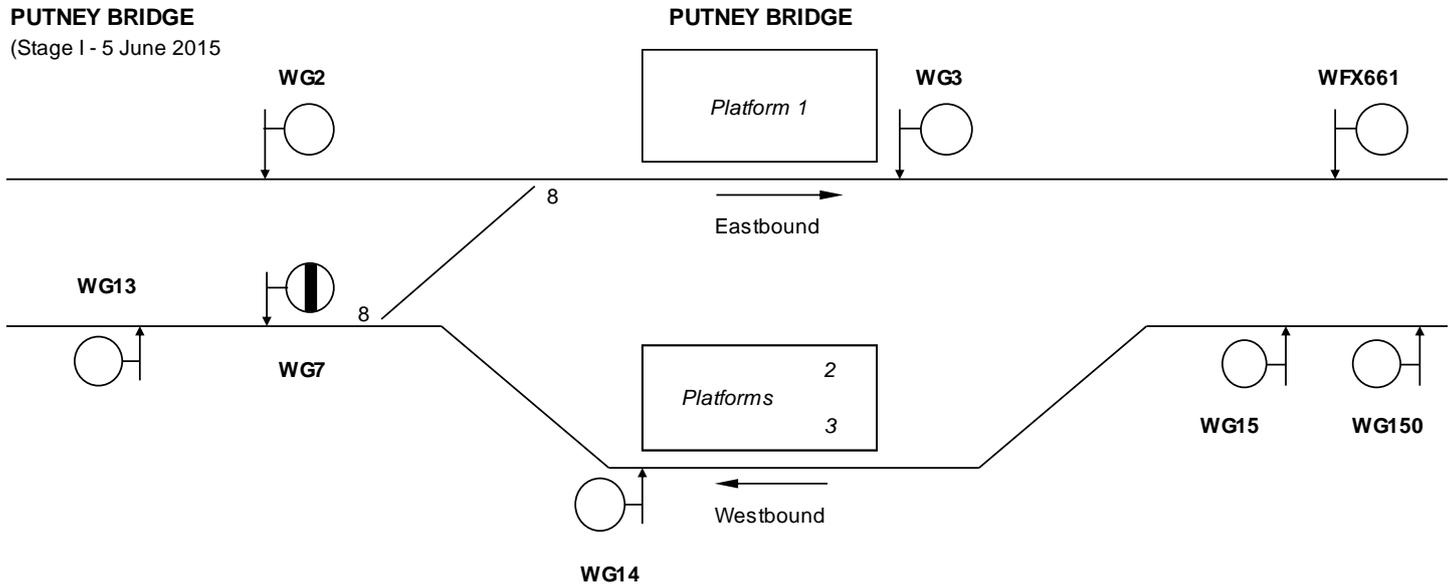
**PUTNEY BRIDGE**

(as was)



**PUTNEY BRIDGE**

(Stage I - 5 June 2015)



**PUTNEY BRIDGE**

(Stage II - 31 May 2016)

