

POINTS OF INTEREST

SOUTH HARROW SIDINGS

Roy Allen writes –



Further to Michael Smith's letter in the February issue in respect of South Harrow sidings, the photo (Left) was taken by W. Noel Jackson in April 1929 outside the station building. The NS bus carries the garage plate 'SH'. At this time routes 114, 158 and 206 terminated here. Jim Joyce in his book "London Transport Garages from 1948" records that the South Harrow garage was for six vehicles and lasted from April 1925 until the opening of Harrow Weald garage in April 1930.

The only place it could have been was to the left of the signal cabin on Underground Group property. I believe reading that the original 1903 car sheds were dismantled and taken to Lillie Bridge when Ealing Common Depot became operational in 1905. This excess of land at South Harrow was probably purchased in 1899 for a goods yard at a time when Forbes still harboured aspirations for freight trains to run onto the District to serve a developing community. Other than the 1903 pictures and the series of station photos by John Burns in 1910, I have not seen any pictures of South Harrow branch or the sidings area until the Piccadilly began running in 1932 and then not of the sidings.

John Hillman writes –

Regarding Michael J. Smith's letter about South Harrow sidings in *Underground News* No.602, there is an undated Locomotive Publishing Co. picture in the book "London Transport Railway Album" by Chris Heaps, published by Ian Allan in 1978, on page 93, of a two road carriage shed at South Harrow. The building looks to be quite long and substantial, from the picture it is hard to tell if it is built of brick or wood. There are two trains stabled alongside the shed and semaphore signals on the main line which may give an idea of the date.

Regarding the small bus garage mentioned at South Harrow, this housed six buses and was replaced on 9 April 1930 not 1950's when the present Harrow Weald bus garage opened.

Piers Connor writes –

The OS Map for 1914 shows the ground (where the 1903 shed was) as vacant. There were no buildings and no tracks. There is a crossover east of the footbridge. The 1930s map shows the rebuilt station and the six sidings.

Editor's Note –

In response to Piers' note (above), this gave me a base date to work from. The District Railway Notices were good at recording signalling alterations, but having checked from June 1905 (which was the last time that South Harrow put trains into service, which was the same time that electric trains began running to Hounslow and South Acton) through to the end of 1914, I can find no reference to the decommissioning of the signalling for access to and from it. However, there are references to the sheds being used to store GNP&BR (Piccadilly Railway) Tube Stock, with loco moves to move them being on 30 September 1908, 1 October 1908, 13 October 1910 and 14 October 1910. So I can only assume they were demolished between late-1910 and 1914 along with decommissioning of the signalling to and from it.

Mike Horne writes –

As far as I can see, there was some resignalling done during or shortly after March 1910. The Inspector's report refers to the connection from the down line to the sidings on the up side, presumably still there in March 1910, then, which is consistent with your notes.

However the reference is rather confusing. The diagram shows the arrangements after the change and shows 12 crossover (to sidings), 13 locking bar and signal 11 ex-sidings. However, the Inspecting Officer implies that the crossover is not in use and is disconnected from signal box and appears to suggest that the locking bar should also be taken out of use "until required".

I infer from this that the most likely date for sidings coming out of 'official' use was March 1910 (Inspection on 13th) but that some or all the track remained until the stored cars were removed, presumably by levering over points for the purpose, and that track was probably removed soon after. I have no idea when the shed went, but it never had a permanent look!

The signals at South Harrow seem to have been converted to electro-pneumatic from mechanical at the same time.

WHITECHAPEL AND LONG DISTRICT TRAINS

Editor's Note: Further to the notes in the February 2012 issue of Underground News, a public trial of a 9-car train on the District Railway took place before its introduction on 1 April 1908. In fact the trial began on 10 February 1908. The arrangements were as follows:

Train 35, 06.35 ex-Ealing Common depot to East Ham to be 3 cars (instead of 6).

At East Ham the 3-car to couple to the west end of a 6-car train and 07.36 ex-East Ham to be 9 cars.

On arrival in platform 4 at Whitechapel at 07.54, to divide and front 3-car to depart all stations to Mansion House (except St. Mary's), then taking up the working of Train 17, 08.01 Mansion House to Mill Hill Park.

John Hawkins writes –

1973 TUBE STOCK

It has recently been mentioned in this journal that the forthcoming resignalling of the Piccadilly Line was anticipated before the 1973 Tube Stock was delivered. The birth of 1973 Tube Stock followed immediately upon the successful opening of the world's first fully automatic railway with 1967 Tube stock. This signalling system had been developed over only a couple of years in the early 1960s, and the Signal Engineer's Department were keen to take it to the next stage with driverless trains. Anticipating passenger resistance, it was decided to accumulate experience with driverless trains on non-passenger carrying journeys. There was no doubt at that time that all new rolling stock should be able to operate automatically, but this would have to await line resignalling. In the event the case could not be made for the additional costs involved when passenger demand was falling, and resignalling of the system continued with traditional colour light signals for another twenty years.

But at the time it was thought that resignalling of only sidings and depot approaches might be undertaken. Train crews at that time involved two men, a motorman and guard, although later there was only one train operator. To bring a train to or from depot required the payment of the crew to walk between the booking-on point and the stabling roads, a cost which would mount up when multiplied by the number of trains on each line. This could be avoided if depot staff prepared trains for un-crewed departure under new signalling, allowing the crew to join them at the platform and continue conventionally in passenger service.

Depot workings generally only occur once for each train at the start and end of the day, with a few mid-day stablers. Automatic operation to and from reversing sidings on every trip would allow the crew to leave their train to visit toilet and tea-making facilities, before meeting their train at the opposite platform. Whilst this might not appear to be a saving, spare crews were located at many such locations to provide such a relief, and could be withdrawn with automation. During late running, there would also be no need to await the crew changing ends in the siding. An arriving unstaffed train could swiftly depart from the siding if required, the crew changing ends by walking the platform whilst the train visited the siding. Changing ends through a train in a siding involves opening and closing many communicating doors!

New rolling stock was originally envisioned for the Northern Line to replace ageing 1938 Tube Stock, but after approval of the Heathrow Extension it was decided that purpose-designed trains would be

used on the Piccadilly Line and the 1959 Tube Stock would transfer to the Northern Line. In the meantime, political pressures led to the acquisition of two batches on 1972 Tube Stock which were adapted from the 1967 Tube Stock design. On the Piccadilly Line trains were regularly scheduled to reverse in sidings at Wood Green, Barons Court, Acton Town (both ends), Northfields, Rayners Lane and Ruislip which would have seen many driverless reversals if new signalling could have been installed. Currently only the last three sidings are regularly used, together with those at Heathrow Terminal 5. Precautions after the 1975 Moorgate tunnel-end collision required additional terminal protection to be provided, which generally slowed the entry of trains into sidings. As passenger traffic built up, the time to detrain them from short-workings increased, sometimes delaying following through trains. To ease train running the number of short workings decreased, and growing traffic justified the extended working.

Today the number of regularly used reversing sidings is much reduced. Nevertheless, the idea of driverless operation of trains not in passenger service has again been raised for consideration!

EVO TRAIN

I was just thinking that the half-length EVO train to be trialled on the Waterloo & City will be about as short as this formation could be.

There are three car types required to make a train, and with the end car repeated at each end, a four car formation would test all types. Since they are shorter than current cars, perhaps the Waterloo & City will trial a five-car formation. This would be the equivalent of a ten-car formation for the Central Line, which I think is what they were talking of. This would be about the equivalent of current bogie-centre to bogie-centre spacing, so will not make much difference to the gap at curved platforms.

Ignoring the placing of compressors, batteries, etc, there must be three main car types in this sort of train:

- End car – with open gangway at only one end and only one bogie.
- Middle car – with open gangway at both ends and two bogies (so longer than other cars).
- Between car – with open gangway at both ends and only one bogie.

So a Waterloo & City train may be E-B-M-B-E.

A monospace font can show as follows, where o represents a bogie and D shows position of a double-doorway. With no doorway possible over the bogie, whose wheels must be concealed under longitudinal seats in the conventional way, the doors are spaced unevenly down the train. Each car has two doorways on each side, which results in even passenger loadings at each one, although they alternately receive heavier loadings from the left and right along the train.

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  E   - B   - M   - B   -   E
  _D_D_ _D_D_ _D_D_ _D_D_ _D_D_
  o     o     o     o     o     o

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Full length trains on other lines will just have additional B type cars added where there is only one shown in this formation. These trains are going to be harder to split than S stock, with an accommodation bogie required to support the non-bogie end of a car.

The S Stock is being introduced on the old signalling, and the old trains will be withdrawn before the new signalling is commissioned, but cabless trains cannot run without the new signalling being completed first. So the date ranges given for the line upgrades must include resignalling before new train delivery. There may be some desk based work included at the start of the period and some removal of redundant signalling at the end of the period, but it looks like LU are banking on getting nearly fifty years of service from both the 1972 and 1973 Tube Stocks! Not so with the 1992 Tube Stock!

DEEP TUBE PROGRAMME

A November LU presentation to union representatives about the Deep Tube Programme has been put on the Internet by one union for the information of its members. It is in accord with the Operational Vision Board paper of that month (see page 19, January 2012 edition) and confirms that air conditioning is being pursued for the new EVO train concept. A foundation phase of the project should be completed by the end of 2012 which will provide sufficient details for discussions with unions, suppliers and stakeholders. The feasibility stage involves an initial trial implementation on

the Waterloo & City Line in 2015-2017. A chart shows progressive implementation of the upgrade over the Bakerloo Line 2017-2022, Piccadilly Line 2019-2025, and Central Line 2021-2026, which is much slower than suggested in the leaked LU document of July 2011 (page 17, January edition). The Waterloo & City Line is shown again in 2022-2024 when presumably the current fleet will be replaced.

The LU presentation to staff reps about the Deep Tube upgrades in November has been put on the net by ASLEF:

http://www.aslef.org.uk/shared_asp_files/GFSR.asp?NodeID=131514

The dates tie in with the November Board paper of course, rather than the mid-year leaked report.

It seems that EVO development will not use Old Dalby or South Ealing test tracks, or use Hainault-Woodford shuttle, but have settled on the Waterloo & City!

I suppose there are advantages in being short, central, tube tunnel demo, and long non-traffic hours especially at weekends. Also can only be one half-length train to cut costs.

But where are they going to squeeze another train on the line? If they leave the reversing siding free for test running, all sidings are already taken.

I wonder if they can relay the Armstrong lift siding for stabling, or was it filled on closure? Was it a tube tunnel or cut and cover, which would ease access to the test train when stabled?

Perhaps they will outstable a train at Bank, and keep the EVO in the workshop during the day.

We wait to see.
