

REPORT OF SOCIETY MEETING

MORE FROM THE BLACK AND WHITE ARCHIVES

by Brian Hardy

A report of the LURS meeting at All Souls Club House on Tuesday 10 April 2012

The short-notice deferring of the “Crossrail” meeting in March 2012 to a future date resulted in an urgent shuffle round of Society meetings. Fred Ivey kindly agreed to bring forward and present his meeting on “Underground Trains – 1977 to 1989” on 13 March (details of which were able to be displayed on the Society’s website), while the April meeting would be filled by Brian Hardy on the above subject, which was possible to include in the “Timetable” in the April 2012 issue of *Underground News* thereby preventing the cancellation of another meeting.

Brian opened the meeting by explaining there were three sources for the evening’s selection of black and white images. The first group was from his own acquired collection and, to the best of his knowledge, hadn’t shown them before. He added the usual caveat in that some pictures may not be of the best quality, but had been chosen for the interest over their quality.

He began with views of 1938 Tube Stock taken in the 1950s, on the Northern Line at Euston, and an interior view of a train reversing there. The passenger door push buttons were noted, as was an advertisement for Underground Stationmen and Station Women, whose rates of pay was seen to be £9/9/2d per week – £9.46 in today’s currency.



A rare view of 1925 Cammell Laird motor cars under construction in the Nottingham factory was illustrated (*left*). This was the second batch of Cammell Laird motor cars for the Underground, the first batch being in 1923 for the C&SLR Stock replacement and the Edgware extension. These differed from the first batch in that they had ribbed doors, a rainstrip over the saloon windows, the guard’s door curved in the same alignment as the passenger doors, and the ventilators comprised triangular scoops.



The example (*left*) of the 1923 build at East Acton shows pull-down saloon windows instead of tilting quarter lights, steel sheet doors instead of ribbed, and the guard’s door stopping short of the clerestory roof line. However, this car does have triangular vent scoops, which suggests it may have been a prototype for the 1924 and 1925 batches, but nevertheless, it is definitely a 1923!

At Northfields in around 1960, the steps and bridge to the former Weymouth Avenue entrance were seen to be still in place, although the gantry access to it was long derelict. The Weymouth Avenue entrance to the station was permanently closed in May 1942 because it was so close to South Ealing. We then looked in the opposite direction from Weymouth Avenue towards Northfields and saw the long-disused and then partly dismantled gantry, with the nearby station in the background.

When the Central Line reached Leytonstone in May 1947 it was seen that the station rebuilding was far from complete and had temporary lighting and signage. Because LNER trains were still operating east of Leytonstone, a footbridge was provided at the east end for passenger interchange. A second view seen was taken from the footbridge after the Central Line had been extended to Newbury Park and Woodford in December 1947, with a goods siding adjacent to the present platform 1, which survived until 1955. We then moved to the terminus of the line in the late-1950s with a three-car train of Pre-1938 Tube Stock departing Ongar for Epping.



A trip to New Cross depot in the early 1950s (*above*) saw two trains of H Stock stabled – a 1910/11 C or D Stock motor on the left and a 1914 E Stock motor car on the right. F Stock took over on the East London Line in 1953 and some ten years later Q Stock replaced the F Stock.

Photo: Alan A. Jackson

Another H Stock train was seen arriving at Aldgate, but was on a District Line working. This was believed to have been when the new Aldgate East station was being commissioned in 1938 as the headlights were set for Ealing Broadway, when District trains were diverted into the inner rail at Aldgate and reversed beyond Aldgate station and then back to the District. Just to the left was observed the loco spur, which wasn't scheduled to be used for main line trains after 1942, but was retained until January 1964 as a standby in case of a problem with the spur and bay road at next door Liverpool Street.



This picture was published in *Underground News* back in 1999 and shows the signal that was nearly always in the 'off position' – it was used by District trains stabling in Ealing Common depot direct from Acton Town station onto 16-20 roads on the left. The signal was only put to danger if a train was required to be worked to the roads to the right, i.e., 1-15. It was abolished when direct access to the depot from Acton Town westbound was abolished in 1965.

What appeared at first glance to be a normal formation District Line Q Stock train followed next – and when the photo was taken it was! – the motor car at the rear of the train at Chiswick Park was an M class, all of which had been converted to trailers by 1955.

As well as freight trains operating at the east end of the Central and on the East London lines, there were also Sunday excursion trains in the 1950s, steam-hauled and, later on, diesel hauled. Three separate excursion trains were seen heading south through Whitechapel (Chingford to Eastbourne, Chingford to Brighton and Elsenham to Brighton) and another (double-headed) passing through Grange Hill on the outer rail.

Staying with main line trains on the Underground one of the Midland Region freight trains was seen approaching West Kensington in February 1964, heading for Kensington High Street yard according to the headcode. Geographically at the 'south' end of High Street Kensington in September 1961 (*below*), the goods yard can be seen in the distance. The site is now occupied by the Copthorne Tara hotel.



Other freight services to use the Underground included those to and from Smithfield via the top side of the Circle, and were hauled by pannier tanks fitted with condensing equipment for tunnel work. We saw one of those trains between Royal Oak and Paddington H&C and then a view of Smithfield and the goods depot entrance. Goods traffic to Smithfield ceased in July 1962.

We then went to Wood Lane Junction, where the Central Line tracks cross over west of White City to regain left hand running, at the time when the main line tracks were still in use for freight and specials. Here we saw a 12-car Hastings DMU working a special from Ashted to High Wycombe. Further west also on the same main line tracks but just east of North Acton, a Warship diesel hydraulic was seen heading a Down milk train in February 1964, just before the closure of the BR line. The gap in the adjacent Central Line current rails were at Old Oak Common substation gap.

Ealing Broadway was seen in the 1950s, after the commissioning of the new signal cabin. The photograph showed the disused District Railway signalbox on platforms 7 and 8 and the water tower for steam locos by the left-hand side short siding, which was removed in 1973 after uncoupling was abandoned in 1971. To add to the interest a 6-car train of mixed Q Stock was arriving in platform 8. Moving onwards to Acton Town, two photographs were shown before rebuilding in the early-1930s to the present 4-platform station. Then it had a centre track with platform faces at both sides. The middle track had platform indicators repeated for both platform faces, the destinations provided from top to bottom being "Hammersmith", "Hounslow", "Harrow and Uxbridge", "South Acton" and "City", this last presumably sufficient to cover all the terminating possibilities from Earl's Court to Barking and Southend.



Staying with the District, the signal box at Sudbury Hill was provided from 1901, two years before the Ealing & South Harrow Railway opened. However, by the time of opening in June 1903 signalling had advanced so that automatic signalling was used instead. The original box (left) became a permanent way cabin, even when a (little used) ground frame was provided west of the station from July 1933 to June 1966.

Photo: Alan A. Jackson

Brian said that no archive show would be complete without the tube trains on the Isle of Wight, even though the story has already been told adequately. This (*right*) was the first summer of electric trains on the Island with a 1927 Met Carriage motor car in the middle of a 7-car train departing Ryde Esplanade for Shanklin. Out of the original fleet of 43 cars there were just two 1927 Met Carriage motor cars.



Photo: Alan A. Jackson

He also said that members who had read the Newsflash in the April *Underground News* will recall that the footbridge over the track at this location had been removed (and subsequently replaced), but this photo was even before the first bridge was constructed.

The second source of photographs for the evening's presentation was from Brian's own black-and-white collection, taken in the 1970s and 1980s.



By the early-1970s the much loved 1938 Tube Stock (a sentiment not always shared by its users!) had reliability issues following the Acton strike, and trains taken out of service with defects was a common occurrence, as illustrated with this southbound train at West Hampstead in the morning peak, with its disgruntled passengers waiting on the platform for the next train, which undoubtedly will already be crowded.



Among the oddities that Brian was able to catch up with was this display for Northfields on the westbound at Hammersmith (*above*).



The 'sunshine window' car of 1938 Stock was mostly at home on the Northern Line, and its special features are seen from inside (*top left*).

Another oddity that survived longer than the rest was this former Streamlined motor car of 1935 Stock, all 18 of which were converted to trailers in the early 1950s. This interior view (*left*) shows the much angled corners to the draught screens at waist level and not gracefully curved as on 1938 Stock.



Almost all of the 1972 MkII Tube Stock was transferred to the Bakerloo Line before the opening of the Jubilee Line on 1 May 1979, the first trains running on the Bakerloo from April 1977. However, it wasn't until 14 October 1977 that these trains were allowed to run north of Queen's Park to Watford Junction (*Left*). At the latter, a train is seen departing empty for Croxley Green depot at the end of an evening peak, with a class 501 EMU on the left.



On 16 July 1981 one of LTs Rail Grinding cars was used for test purposes on the then Southern Region's Shepperton branch, RG803 being formed between Standard Stock Pilot motor cars L130 and L131. The test train is seen passing four-car class 508 EMU 508.028 in 'Inter City' (!) blue and grey livery at Teddington, which is still alive and well on the Merseyrail system as 508.128 in refurbished form and, of course, in a different livery.



Some 20-plus years ago early on a Sunday morning after overnight track replacement work at Ruislip, the track moved under an arriving eastbound Metropolitan Line train, causing the body of the leading car to come to rest on the platform edge. This put a new (and literal!) meaning to the phrase "the train now standing ON platform 2 ...".



It will be recalled that the Bakerloo (and Jubilee) started up a little later and finished a little earlier than the Metropolitan Line on Sundays, the result being that some of the C Stock trains that stabled overnight at Neasden worked via the local lines and called at all stations. One such train is seen on the southbound at West Hampstead. This train will then pass through the erstwhile Finchley Road loop and then continue to Aldgate, where it would reverse and take up service on the inner rail Circle.

The final set of photos comprised a small selection of those which weren't able to be included in the Northern Line Extensions book, purely for space reasons.



The Station Place entrance to Finsbury Park station, again before any work had started on the New Works. The entrance to the Underground is just under the canopy in the centre of the photograph, there being an LT bullseye sign hanging down from it. The alignment for the Northern Line would be along here with the station frontage having to be demolished to make way for it.



Work has now begun at Finsbury Park to make room for the overhead structure for the future Northern Line tracks and island platform station. The station frontage is in the process of being demolished and even though a small section of the canopy remains (on the right), the whole area is now a working site.



Looking south between Mill Hill East and Finchley Central on the Edgware branch with work progressing on bridge reconstruction in the foreground to provide the second (northbound) track. Sections of current rail have already been laid on the southbound line on the left.

The meeting concluded with the audience thanking Brian for his presentation in the usual manner.