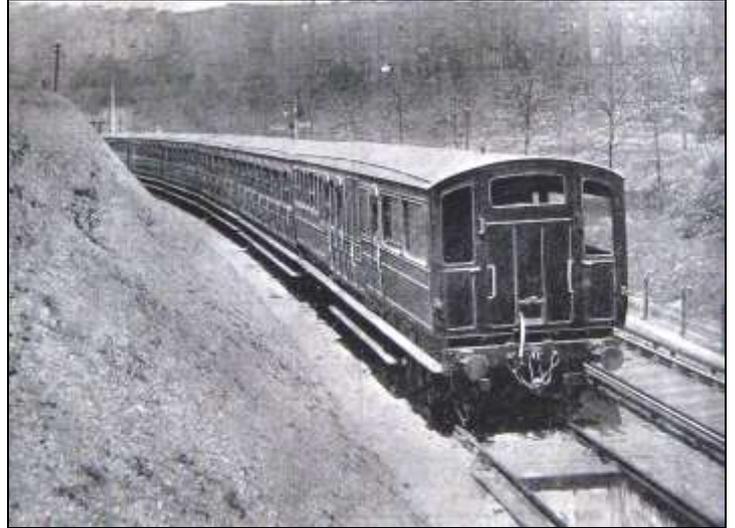


## NEWSFILE

### TRIANGLE SIDINGS AND S7 STOCK PROGRESS



**Above:** On the morning of 10 July 2013, the first S7 Stock testing on the District Line took place during traffic hours and is seen (*Left*) in Triangle Sidings. The view was taken around where the trees are in the background of the 1900 photo (*Right*).



**Opposite:** (*Lower*) Further testing is witnessed with an eastbound train passing through Notting Hill Gate also on 10 July 2013.

**Below:** (*Left*) The same train departing High Street Kensington platform 4 earlier with DM 21339 nearest the camera.

**Below:** (*Right*) Following the moving of Cravens Heritage Trains 1960 Stock three-car unit, featured in last month's issue, page 438, S7 Stock is now being stabled at Northfields, unit 21306-231305 being seen on No.1 road (Boston) from at the west end of the depot.

Photos: Paul Bloomfield (Opposite Top Left), Piers Connor Collection (Opposite Top Right), Julian Gajewski (Opposite, Lower and both below)



### 1938 TUBE STOCK OUTING

As part of the LU150 celebrations, the LT Museum's 1938 Tube Stock unit returned to its roots on Sunday 21 July, running two round trips Edgware – Kennington (Loop) via Charing Cross, one in the morning for the public and one in the afternoon for staff. The second round trip is seen at Edgware platform 3 (*Left*). It has been suggested that this could be the last visit of the 1938 Stock to the Northern Line because of its incompatibility with the new signalling system.



From Edgware, the train then ran empty to Cockfosters via the Euston and King's Cross loops, to work a final passenger trip from Cockfosters to Ealing Broadway. It is seen after passing eastbound through Oakwood (*Left*) with part of the listed classic Holden station in the background at top right. The photo shows how tight the clearance is between the top of the train and the bridge. Oakwood shunting neck is the track on the right.

**Both photos: Donald McGarr**

## EDGWARE ROAD



**Above:** In *Underground News* No.618 (NF 73/13) it was noted that one siding at Edgware Road had been re-laid but was outstanding to be signalled. This remained the case when these two photographs were taken on 11 July 2013, that (*Left*) showing the siding with the westbound (platform 4) track in the foreground, and what will be the catch points (*Right*) when it is commissioned. Should a train start up against the siding signal, the points will lead the train into the tunnel wall and cables!

**Both photos: Brian Hardy**

## CART MARKING

**Below:** On 17 July 2013 restored Jubilee coach 353 was transferred between battery locomotives to Mansion House for a "Cart Marking" ceremony by Lord Mayor of London. It is seen at Ealing Common (*Left*) on its way to Mansion House and then (*Right*) in the bay platform at Mansion House.

**Photos: Paul McLauchlan (Left) and Kim Rennie (Right)**



## LT PANNIERS

**Left:** With all the celebrations for LU150, on the Underground itself, at the Buckinghamshire Railway Centre at Quanton Road and on the Epping-Ongar Railway, to date not one of the ex-LT pannier tanks featured in the celebrations, despite them being 'Underground' for several years. Far away from London, L92 in London Transport livery is seen 'at home' on the South Devon Railway at Buckfastleigh in early-July 2013.

**Photo: Colin Greatrex**

