

WHAT COULD RUN WHERE: 1979

by John Hawkins

My "What Can Run Where?" article in the July 2008 edition of *Underground News* mentioned that modern train and signalling equipment has greatly restricted the routes for which passenger stock is cleared. In the past, trains were generally allowed to travel wherever they fitted. At one time all trains had to transfer to Acton Works periodically for overhaul, but this has long ceased. Stock from all lines was also once tested between Northfields and Acton Town.

I recently spotted a reference to Rules & Regulations Notice 803 of 21 December 1979, which was entitled "List of Restricted Running Routes". With help from Caroline MacVay, Curator at the LT Museum, I have been able to study the document and compare it with the "Schedules of Permitted Running Routes for passenger rolling stock" that I last reviewed. The first thing of note is that it had only three pages of typewritten information, half a page of which is the admin. details, compared with 27 pages in the more recent regulations. It is signed by Mr. Ken King, Operating Manager (Traffic) Railways. The Jubilee Line and D stock were recent innovations at the time, the former having opened on 1 May and the latter having arrived on 29 June but not entering service until 28 January 1980. The older document refers to A, C and D stocks whilst the newer one refers to A60/62, C69/77 and D78, when one would expect the reverse. There is also mention of 1972 Tube Stock, not the 1972 MkI and MkII in the later document. Back in 1979 the District Line was operated mainly with CO/CP and R stocks, whilst tube stocks were the 1938, 1956/59/62, 1960, 1967, 1972 and 1973 types. Only the newest deliveries, the 1973 Tube Stock and D Stock, had longer cars giving excessive overhang on curves which restricted their use on other lines.

The 1979 notice is shown to be for the guidance of staff concerned with routeing of special or diverted trains, being distributed to signalmen and regulators as well as to senior staff. It is sorted into line order, with three columns showing stock permitted, stock prohibited, and between these the stock which may be permitted after special authorisation. No details are given of why these stocks are not normally permitted, who may dispense such authority and what they should consider! The lines are sorted in Divisional Management order as shown below, formerly known respectively as Divisions A, B, C & D.

METROPOLITAN & JUBILEE LINES

The Metropolitan Line was generally cleared for all stocks, both surface and tube. On the East London Section, C Stock was prohibited, and two trains of surface stock could not pass on the link with St. Mary's Junction on the District Line. A Stock was required to work empty between Aldgate East and Aldgate Junction. West of Baker Street A Stock could only work to Edgware Road's middle platforms, and 4-car trains of A Stock could work on to High Street, Kensington. This conflicts with the apparent District Line prohibition of any A Stock on this section. Both A and D stocks were banned from the Hammersmith branch.

Whilst only 1938 and 1972 Tube Stocks were permitted in the tunnel sections of the Jubilee Line, the former remaining from Bakerloo days, all tube stocks except 1973 could be permitted with special authority. From Finchley Road all stocks were permitted except for D Stock north of Wembley Park, with no 8-car trains into Wembley Park siding. Stanmore platform 1 was limited to tube stocks only, presumably due to a tube stock height buffer stop.

NORTHERN & VICTORIA LINES

The Northern Line was cleared for all tube stocks except for 1973 Tube Stock. The Victoria Line was cleared for 1967 Tube Stock, but all other tube stocks could be permitted with special authority. Of course, trains of 1967 Tube Stock must be fitted with tripcocks when run on conventional lines.

DISTRICT & PICCADILLY LINES

The tunnel sections of the Piccadilly Line, east of Barons Court and west of Hounslow Central, were cleared for all tube stocks. Both the District Line and the open sections of the Piccadilly Line were cleared for all surface and tube stocks with few exceptions. British Rail did not welcome tube stocks on the Richmond and Wimbledon branches without prior approval, and both tube stocks and C Stock required prior approval for the Olympia branch. The new D Stock was not cleared west of Northfields, and neither was A Stock. It was a condition that A Stock ran empty on all of these lines,

but it was prohibited on the Olympia branch, High Street Kensington to Edgware Road (see Metropolitan Line contradiction), and also from Mansion House to Aldgate East. It was also banned from the Wimbledon and Richmond branches, but could be approved to operate empty in emergency between Aldgate East and Upminster, which presumably covered stock moves to the East London Line also.

Whilst the document does not generally refer to berth lengths, the arrival of 6-car trains of D Stock, almost the length of 7-car trains of other surface stocks, has resulted in two inconsistent footnotes to the District Line section. 6-car trains of D stock must not be worked into Triangle Sidings or Parsons Green Nos. 21 and 22 sidings, the westbound sidings south of the station, with no mention of other stocks. However, 6-car trains of D Stock and trains of more than 6-cars of other stocks must not be worked into Putney Bridge bay road.

CENTRAL & BAKERLOO LINES

All tube stocks, except for 1973 Tube Stock, were permitted on the Central Line west of White City, and also east of Liverpool Street. Between these points only 1962 Stock was normally permitted, but other tube stock except for 1973 could be especially authorised if suitably modified for the higher positive rail position. This resulted from the smaller diameter tunnels of the Central London Railway that originally had only a centre current rail. 1938 Tube Stock required positive shoebeams to be removed, whilst 1956, 1959, 1960 and 1972 stock required high-lift shoe gear fitted and de-icing beams removed. 1967 Tube Stock could be authorised with shoebeam safety brackets removed and high-lift shoe gear fitted. This restriction is no longer publicised since the unique signalling system on the Central Line prevents operation of other trains outside of a possession. West of North Acton to both West Ruislip and Ealing Broadway empty A, C, CO/CP and R stocks were allowed with special authority, with all surface stocks permitted by special arrangement (the difference escapes me!). This had allowed surface stocks to reach Ruislip depot and the British Rail connection therein before Ruislip siding was built for Jubilee Line construction trains.

Whilst only 1938 and 1972 Tube Stocks were permitted on the Bakerloo Line, the latter remaining from pre-Jubilee Line days, all tube stocks except 1973 could be permitted with special authority. North of Queen's Park such trains also required satisfactory electrical protection, presumably due to the negative current rail being bonded to the running rails. This restriction is no longer publicised since only resident Bakerloo Line trains are now permitted over this section.