

HERITAGE TRAINS CAN RUN WHERE?

by John Hawkins

My 'What Could Run Where: 1979' article in the February 2013 edition of *Underground News* revealed that 1938 Tube Stock had 'access to all areas' except between White City and Liverpool Street and on the District Line Olympia, Richmond and Wimbledon branches. The question arises: where can the heritage 1938 Stock run today? The answer is in "Permitted running routes for engineer's trains and heritage trains" which also covers operation of Sarah Siddons with its 4-coach driving trailer set amongst others. I reviewed a copy dated 19 November 2012 which lists restrictions on self-powered engineer's trains by lines shown alphabetically, with the SSL other than District Line listed together with the Metropolitan Line entry. These vehicles include some withdrawn passenger stock such as the Rail Adhesion Trains. Hauled wagons are then listed by type with restrictions on a system wide basis, and heritage trains are finally shown with restrictions by line, although their order makes no sense to me.

Modern signalling on the Central, Jubilee and Victoria lines means that they are usually out of bounds to all but vehicles equipped with their particular system, a restriction which will likely soon extend to the Northern Line. Fortunately the SSL resignalling contract includes the fitting of 49 engineering trains and six heritage trains so that operations can continue on those lines, which will also include the Piccadilly Line west of Barons Court except beyond Northfields depot.

The 1938 Tube Stock is still free to roam the Northern, Piccadilly, and LU section of the Bakerloo Line, according to this document, although Northern Line resignalling will since have changed this. However the Craven Heritage Group's 1960 Tube Stock train is not allowed on these apart from Rayners Lane to South Harrow, which is probably a diversion route when the West Harrow route fails. Both trains are allowed out on the open sections of the Metropolitan Line from Baker Street and at Ruislip depot, although there are technical differences in the restrictions applied. The 1960 Stock is not allowed further, but the 1938 Stock can work on the Circle and District lines except on the Richmond branch and the Wimbledon branch beyond Putney Bridge. The Hammersmith & City Line is forbidden from Praed Street Junction. So the 1938 Tube Stock retains most of its former rights but the 1960 Tube Stock, once with similar freedom, is now restricted.

Restrictions on Sarah Siddons, its 4-coach driving trailer set, and the brake standard compartment 35011 vary somewhat and are listed separately. They are generally free to operate on the open sections of the Metropolitan Line and to Ruislip Depot. The 4-coach set is even allowed to the National Rail boundary north of Amersham but not south of Harrow-on-the-Hill platform 2 on the fast line. It is also out of gauge for Neasden depot No.4 road, the northern depot reception road. Sarah Siddons is subject to special speed restrictions on most routes, not specified in this document. The 4-coach set is not allowed south of Finchley Road (no longer a reversing point for the Metropolitan Line!) but 35011 can be allowed to Baker Street, although not in the eastern platforms 3 and 4. The loco can work on to Aldgate, the Circle and Hammersmith lines, but cannot depart northbound from Baker Street platform 4. It is also allowed freedom on the District Line except on the Richmond branch and beyond Putney Bridge. On the Piccadilly Line the coaching stock cannot travel beyond South Harrow, but the loco can go on to Acton Town sidings, Acton Works and Northfields depot east end. So Sarah Siddons is free to visit most of the sub-surface lines.

Not quite heritage stock yet, two units of A Stock remain to work with Sandite car 6036 to form a 5-car Rail Adhesion Train. They are generally limited to 50mph, or 40mph when laying Sandite, and are free to roam the Metropolitan Line including the Hammersmith branch (where it was once banned) and the north side of the Circle Line. They may wander further but must not lay Sandite. From Rayners Lane they can operate on the Piccadilly Line to Barons Court siding and back to Northfields depot. Tight clearance at bridges D4, D24 and D62 between Acton Town and South Harrow require 15mph. On the District Line they are restricted to Ealing Broadway and Acton Town including Ealing Common depot, although this stock could once venture further east.

Other rail treatment trains are listed. The Chiltern class 121 is only allowed on the fast lines from Harrow-on-the-Hill to Amersham with its Sandite gear switched off. The Chiltern class 960 DMU must be fitted with tripcocks, and can water jet throughout this route but can only spread Sandite on non-electrified sections. The DB Shenker railhead treatment train is permitted on the fast lines from

Harrow-on-the-Hill to Amersham, to Chesham, on the Watford triangle and on the local roads from Watford to Harrow-on-the-Hill platforms 3 and 6¹. It must be operated with a tripcock fitted class 66 loco at each end and FEA wagons, individual numbers being specified. Transplant operate a class 930 Sandite de-icer train on the Richmond and Wimbledon branches but on National Rail sections only.

According to this document the Central Line has retained three trains of 1962 Tube Stock, two of which are Rail Adhesion Trains in 5-car and 8-car formations but a 4-car pilot unit no longer exists. The remaining stock must be near 50 years old now! They are cleared to run throughout that line for stock transfer, training and test runs except in White City sidings for which they are not gauged. Leaf fall Sandite laying is restricted to open sections west of White City and east of Leytonstone. Use on other lines is limited to stock transfers, training and test runs, including the Piccadilly Line, the LU section of the Bakerloo Line, and the Northern Line except for Golders Green shed roads 2, 3 and 5 due to weight restrictions. On the Metropolitan Line they can run to all destinations north of Baker Street, with the 4-car pilot unit allowed on the Circle and Hammersmith Lines also. All District Line routes are available except for the Richmond branch and the Wimbledon branch beyond Parsons Green (specifically not to Putney Bridge). The short berth in High Street Kensington platform 3 prevents operation of trains longer than 6-cars there, and the surface stock friction buffer restricts reversal during traffic hours to emergency use only. These trains therefore retain most of their earlier freedom to roam.

The most widely travelled of all is probably the Track Recording Train, consisting of two 1960 Tube Stock pilot cars L132 and L133 around 1973 Tube Stock car TRC666. Restrictions on the pilot cars are included with self-powered engineer's trains, whilst the 1973 Stock is included in the hauled wagons section. It had not occurred to me that the longer cars of 1973 Tube Stock had originally been barred from the Jubilee Line tunnels, the Central Line east of White City, and the Northern and Bakerloo lines entirely, but this car now visits all parts of the system. The 1995/96 Tube Stock is actually a little longer, so the Jubilee and Northern Line tunnels may have been adjusted to suit. The Experimental Tube Train of 1973 Stock travelled from Ruislip depot overnight to Hainault depot in 1979 for testing and occasional public service on the Woodford shuttle, returning in 1985. This still does not explain the Bakerloo Line. Perhaps there was just no reason to gauge these routes for 1973 Stock at the time, although the 1983 Tube Stock was found to be too tight for some places on the Bakerloo.

On the Bakerloo Line the Track Recording Train can operate north of Queen's Park in transit only to Stonebridge Park depot, with diversion available to Kilburn High Road. It can operate throughout the LU part of the line except for No.1 road at London Road depot, the first road on the left. The Piccadilly Circus crossover is the only one on the system listed with specific restrictions on use by most train types, especially by battery locos due to derailment risks. Reversals from the northbound line back to the southbound are limited only to emergency use to avoid detrainment or over-crowding safety risks. Special track inspections and procedures are required.

The Central Line imposes no restrictions, and this train may visit Ruislip depot and also White City sidings roads 1 to 3 and 14 to 16 at 12kph. The Piccadilly Line is fully available, but on the Northern Line, Golders Green shed roads 2, 3 and 5 are unavailable due to weight restrictions. Operation on the Victoria and Jubilee lines requires a possession due to incompatible signalling systems. On the Jubilee Line extension a 10mph limit applies over points and crossings, and 5mph through stations from North Greenwich to Westminster inclusive with their platform edge doors.

The sub-surface lines are generally available, including down to Wimbledon but operation on the Richmond branch is restricted to the Network Rail boundary east of Gunnersbury. Permission may be sought to gain access to/from the eastbound line from there to Turnham Green. The surface stock friction buffer in High Street Kensington platform 3 restricts access during traffic hours to emergency reversing only.

¹ Logic says this should be platforms 5 and 6 (southbound, arriving), as it isn't possible to get into platform 3 from Watford. In this document this train is covered by note 23 on page 28 which specifically "from Watford via the local roads to Harrow on the Hill platforms 3 and 6". Above this it does say "Only permitted to operate (including over all crossovers and sidings roads on the routes concerned) between the following locations" so it is intended to cover both roads, but how it gets from one to the other is unclear.

Engineer's trains reversing at Whitechapel must now be at least 75m long to ensure that they are detected by the signalling system. The 1973 Tube Stock car TRC666 may operate over Network Rail lines with the main 630V DC to 50V DC static converter switched off, which also applies when entering, operating within and stabling in Neasden depot.

The long awaited replacement, the six-car 1967/72 Tube Stock Asset Inspection Train, is still only used for commissioning testing and related transfers. On the District Line it is limited between Ealing Broadway and Earl's Court, including Ealing Common depot, Acton Town sidings and Acton Works, and in Lillie Bridge depot electrified roads. It is not allowed on the Wimbledon and Richmond branches. On the Piccadilly Line it can travel west of Barons Court to Uxbridge and as far as Osterley, including Barons Court and Acton Town sidings and Northfields and Ruislip depots. Hopefully it will soon be as free as the Track Recording Train.