

## A TRIBUTE TO C STOCK– THE EARLY DAYS

Although un-loved by many, the bulk of the C Stock has given over 40 years' service on the Hammersmith & City and Circle lines, and (from 1978) the Wimbledon – Edgware Road section of the District Line. As with the S7 Stock, the C69 Stock first entered service on the Hammersmith & City, one such train with DM 5513 leading is seen at Goldhawk Road on the westbound.



**Above:** C Stock trains stabled overnight at Neasden until June 1996 and on Sundays not all trains were required for service. Two C69 trains are seen in Neasden depot with 1938 Tube Stock on the left and A Stock on the right.

**Below:** The light summer mornings gave the opportunity to photograph Circle Line trains running via the 'local' (Bakerloo, later Jubilee) line between Wembley Park and Finchley Road, calling at all stations, such as this C69 train pausing for passengers at West Hampstead.



**Above:** The C77 Stock was built for the District Line service between Wimbledon and Edgware Road, but in reality they were fully interchangeable with the C69 Stock and both types operated on all services. The last C77 unit to be delivered – 5733-6733 – is seen in Ruislip depot when new and was still in service at the end of February when these notes were being compiled.

**Below:** New C77 Stock in Ruislip depot shows the differences in car roofs – white on the first few units (on the left) and ‘silver’ on the remainder (seen on the right).

**Bottom:** The very first C77 unit – 5701-5701 – is seen approaching Whitechapel on the eastbound. Although withdrawn in April 2013, DM5701 survives on display at Greenwich University.



**Left:** Two C Stock trains stabled in Farringdon sidings with the third track (to the right of the trains) empty. Farringdon sidings are now redundant as they are too short to accommodate the longer S7 trains. This photograph was taken in the early-1980s when the former LT City Widened Lines were under conversion to the Midland Suburban Electrification – the overhead gantries are up but the overhead wires have yet to be installed. The building on the left is London Transport rolling stock staff accommodation. The City Widened Line route to Moorgate closed in March 2009.



**Left:** Until May 1990 the District Line provided crews for working Circle Line trains on Sundays. One such train is seen at High Street Kensington with its Circle Line set number of '122'.

**Below:** A C69 Stock train is at Wimbledon Park on the westbound and shows that C69 Stock was equally at home on the Wimbledon service as much as the C77. On the left is the former LSWR signal box, which finally closed in February 1991 and was demolished soon afterwards.

**All C Stock photos: Brian Hardy**

