

AND THEN THERE WERE NONE (Well, apart from three, actually!)

By the time this appears in print, all C Stock will have ended service on the Underground. The last train operated the 'Classic' rail tour on Sunday 29 June 2014, ending just short of 44 years of C Stock operation. The train was scheduled to start from Hammersmith depot at 08.50 and then run empty to Moorgate to entrain passengers. The route was then –

- Moorgate – Wimbledon.
- Wimbledon – Barking via the north side of the Circle and also through West Ham loop siding.
- After a lunch break at Barking, via the north side of the Circle via the inner rail, via the south side of the District, and thence via the north side of the Circle again, returning to Hammersmith.

The three cars that will remain after completion of the scrapping process are:

C77 DM 5701 at Greenwich.

C77 DM 5720 in a private preservation project.

C77 DM 5721 to be 'retained' by the LT Museum.

Loved by some but unloved by many, the C Stock spanned almost 44 years in service, from the first train in service on 28 September 1970 (5522+5523+5524), to the last (all C69) train in normal passenger service on 3 June 2014 (5592+5517+5533) and the Classic Rail Tour train on 29 June 2014 (5721+5531+5578), which left Hammersmith in the (unchanged) formation –

(W) 5721-6721+6531-5531+6578-5578 (E)



Previous Page: (Lower) The first run of the tour train was empty from Hammersmith depot to Moorgate, to pick up participants. C69 DM 5578 leads passing through Royal Oak. It is pleasing to note that both the C69 and C77 types were represented in this last special train.

Photo: Kim Rennie

Below: The end of the tour at Hammersmith showing the various embellishments in the cab windows and the rather poignant "Rotherham via Northwood" destination blind. With the last minute change of plan after the tour to send the last two trains via Ealing Common (because of a Rail Milling machine occupying Northwood siding), a "Rotherham via Ealing" blind was hastily made for the penultimate scrap transfer!

Photo: Michael Woodside



LOOKING BACK

Of course, the C77 Stock (which was provided for the Wimbledon – Edgware Road service but was fully interchangeable with the C69 Stock and therefore mixed with it) had a shorter life, the first entering in service on 12 December 1977 (on the Circle Line). In fact the first C Stock train in service on the District Line was all C69 Stock (5547+5595+5586) on 17 April 1978¹.

This is not a comprehensive history of the C Stock, which has been adequately documented elsewhere previously, but (hopefully) here are some interesting points from your Editor's notes made over the years.

In its early years the C Stock had a relatively mundane existence, doing what it was designed to do – with its four double doors and only 32 seats per car, it shifted people very quickly. However, there were some trials and tribulations because there were some unit reformations in the early days. Most of these were shunting mishaps in Hammersmith depot, most likely caused by shunting crews having to shunt from the communicating door in a trailer car (with the motorman driving in reverse in the far-off cab) rather with than a proper driving motor car that they had done on CO and CP Stock. Known reformations were:

From	To	Date	Notes
5525-6525	5535-6525	08.71	For service
5535-6535	5525-6535	08.71	Collision
From	To	Date	Notes
5535-6525	5525-6525	03.72	Normal formation
5525-6535	5535-6535	03.72	Normal formation
5567-6567	5567-6578	08.73	5567 collision
5578-6578	5578-6567	08.73	6567 collision
5567-6578	5567-6567	09.73	Normal formation

¹ *Underground News* No.188 for January 1978 notes, "These trains will not operate on the Putney/Edgware Road service as yet, due to lack of union agreement over District crews working the stock to [and from] Hammersmith depot". In fact the unions never agreed and District crews never worked the C Stock on the H&C between Edgware Road and Hammersmith, passenger or empty. Nothing has changed in 44 years!

5578-6567	5578-6578	09.73	Normal formation
5530-6530	5530-6554	06.74	Minor damage, repaired for service
5554-6554	5554-6530	06.74	Collision
5530-6554	5530-6530	09.75	Normal formation
5554-6530	5554-6554	09.75	Normal formation

Some of these changes need a little more elaboration. Both 5567 and 6567 were damaged and were taken separately to Acton Works with other non-damaged units (02.09.73 and 10.09.73 respectively). Once repaired the unit, properly formed, returned to Hammersmith on 08.01.75, and was given a white-painted roof as an experiment in reducing car interior heat in warm weather. Trailer 6567 was also given tinted glass car windows, most of which survived intact and not replaced until withdrawn.

5530-6530 and 5554-6554 were all damaged and were taken to Acton Works in their proper formations on 19.05.74 and 26.06.74 respectively. 5530 and 6554 were quickly repaired and returned thus formed to Hammersmith on 17.06.74. With 5554-6530 returning to Hammersmith on 05.03.75 it was later reformed back to normal.

Unit 5606-6606 returned to Acton Works on 22 February 1974 to be fitted with Keipe control equipment. It was tested on the South Ealing test track, where it is seen (*Below*), coupled to a 4-car A Stock unit for getting to and from site.

Photo: Steve Smith



Mention should also be made of other collision-damaged units, none of which required creating mis-formed units:

5606-6606	To Acton 19.07.73	Ex-Acton 21.11.73
5522-6522	To Acton 06.08.73	Ex-Acton 01.09.74
5553-6553	To Acton 17.02.74	Ex-Acton 17.04.75
5513-6513	To Acton 30.06.74	Ex-Acton 22.08.75
5523-6523	To Acton 07.07.74	Ex-Acton 18.12.75

The C Stock was operated by a variety of train crews when new –

CREW DEPOT WORKING

Hammersmith Baker Street	Hammersmith – Whitechapel/Barking. Hammersmith – Whitechapel/Barking, Circle Line (and also Metropolitan main line, except for Chesham).
Barking	Hammersmith – Whitechapel/Barking (and also a few duties on the East London Line).
New Cross	East London Line (and also a few duties Hammersmith – Whitechapel/Barking).
Neasden	Circle Line (and also Metropolitan main line).
Uxbridge	Circle Line (and also Metropolitan main line except Chesham).
Rickmansworth	Circle Line (and also Metropolitan main line).

The C Stock also stabled overnight in Neasden depot with some of the early-morning and late-night workings in passenger service, and on Sundays calling at stations via the Bakerloo Line. It also worked football specials direct to and from Wembley Park when East London teams were involved.



Above: The repaired C69 unit 5567-6567 with its white roof is seen leading an inner rail Circle Line train at South Kensington (*Left*) while one of the early-morning Circle Line trains running via the Bakerloo Line is seen arriving at West Hampstead (*Right*). It will terminate at Baker Street and then shunt to the inner rail to take up Circle Line service.



Left: A C69 is seen arriving in platform 5 at Harrow-on-the-Hill, having reversed via the siding following a football special working from Barking. It is returning to Wembley Park and will be used for return traffic.

Opposite: (Top) C69 Stock began working on the District Line's Edgware Road – Putney Bridge/ Wimbledon service on 17 April 1978, initially one train on set 62. One of these first workings is seen eastbound at Southfields for Edgware Road.

All photos: Brian Hardy



Above: (Left) The first C77 train on its first day in service on a rather murky winter's afternoon on 12 December 1977. DM 5701 leads this inner rail Circle Line train. This DM is now preserved at Greenwich University Technical College. C77 Stock eventually filtered onto the District Line, but after the first C Stock working on the Wimbledon – Edgware Road section in April 1978. In fact a C77 gauging trip on the District took place on Sunday 30 April 1978 and ran from Hammersmith (H&C) to Putney Bridge, reversing via the crossover west of the station. It is recorded that the first C77 in passenger service on the District Line was on 14 May 1978 with unit 5725 in the middle, between units 5532 and 5541.

Above: (Right) One extra car of C77 Stock was ordered to replace the bomb-damaged 5585, which was scrapped. The incident, on 15 March 1976 at West Ham, resulted in the original 5585 being scrapped at Acton on 1 February 1977. The very damaged motor car (and its lesser damaged trailer) was transferred from Hammersmith to Acton on 13 June 1976 between Q38 pilots L126 and L127, the trailer being repaired. The replacement C77 car 5585 had to be 'turned' before being formed up and entering service and it is seen between Q38 pilot motor cars L128 and L129 approaching Harrow-on-the-Hill from the Uxbridge line for its turning via Rickmansworth and Watford on 28 January 1979.

All photos: Brian Hardy