

## FROM THE PAST

The Central Line extension from Leytonstone to Newbury Park opened on 14 December 1947 and from that time nine new sidings (Nos.21-29) were provided (geographically) 'north' of the station on the west side of the railway. The signal cabin at Newbury Park was opened previously on 30 November 1947. The existing goods yard remained between the south end of the sidings and the station on the inner rail side. Two reversing sidings were provided between the eastbound (inner rail) and westbound (outer rail tracks) – Nos.32 and 31 respectively. Access to the new sidings was via a connection (reception road No.33) on the west side of the eastbound line. Exit from the nine sidings was via the easternmost of the middle reversing sidings (No.31) on a flat crossing with the eastbound/inner rail.

The tracks were in situ beyond Newbury Park initially for empty train access to and from Hainault depot, from where nine trains were required for service at this stage. These operated via the north (Grange Hill) end of the depot, reversing in Grange Hill station. At this stage, the LT signalling at Hainault was not complete to allow passenger train working. One four-car train was also provided to operate between Hainault depot and Newbury Park for the conveyance of depot staff. From 2 February 1948 six additional trains stabled at Hainault depot, which were taken from sidings at Queensway, Marble Arch, Holborn, Liverpool Street and Leytonstone, leaving these free for emergency reversing and stabling. The final arrangements came into use when the Central Line was extended to Hainault on 31 May 1948. However, no trains were scheduled to stable at Newbury Park from then and at Hainault depot a total of 31 trains were provided for service.

The sidings came back into use on Saturdays from the timetable of 23 May 1949, when eight trains stabled between the morning and midday peaks on Saturdays. This was reduced to just two from 25 September 1949. The number of trains varied between one and two, sometimes Mondays to Fridays, sometimes Saturdays, sometimes both. In the meantime, the train crew 'depot' at Newbury Park was closed from 2 November 1953 and from 30 January 1955 seven of the nine stabling sidings were taken out of use and abolished, leaving just Nos.21 and 22, as well as the two reversing sidings. Stabling at Newbury Park was abolished completely from 24 January 1966 and the two remaining sidings (and remains of the goods yard) were decommissioned from 12 October 1969.



**Opposite:** (Lower) Taken in the early-1960s, this shows on the left where the fan of nine electrified sidings used to be, looking in the direction of Newbury Park. At top centre can be seen the flat crossing with the eastbound/inner rail.

**Below:** An eight-car train of 1962 Tube Stock stabled on No.21 siding with No.22 siding to its left. To the left of that is the site of the other and long removed sidings, by now partly occupied and partly overgrown. The unelectrified track to the right of the train is the reception road to Barkingside goods yard. Both Newbury Park and Barkingside goods yards closed on 4 October 1965 with the remaining associated tracks and sidings abolished from 12 October 1969.

**Bottom:** Also taken at around the same time is this picture at Barkingside, with a fairly new-looking train of 1962 Tube Stock train arriving on the westbound/outer rail.

**All photos: Gerry Mullett**







## FAREWELL Q STOCK

The final run of Q Stock on the District Line took place on Sunday 26 September 1971 using the six cars that had been used on an RCTS farewell two weeks previously. These two views are at Hammersmith H&C, showing (*Above*) Q23 DM 4248 in platform 1 next to a new C69 Stock train and (*Left*), taken from platform 2, the trailing end of Q27 DM 4361. Note the old H&C signalbox just visible in the distance.

**Both photos: Ian Baker**

## EARLY DAYS OF THE NEW WORKS



These four photographs show the early stages of work taking place for the Northern Line extensions in the East Finchley area, probably in 1938. Basic and temporary platform buildings have replaced more substantial structures on the Up (southbound) platform at East Finchley (*Opposite, Lower Left*). Just beyond the station heading south (*Opposite, Lower Right*) may be seen the future southbound Northern Line track, as yet without current rails. In place are the cable brackets, cables and air main pipes, along with the signal and post which will become repeater R521. On the right can be seen the Up starting signal and underneath that the Park Junction Up distant. At far right can just be seen part of the tube tunnel portal.

Taken from a Down train this is the northern end of the carriage shed yard at what became Highgate depot (*Below, Left*). The new concrete structure in the background is the new access road from the yard up to the Woodside Avenue overbridge. The carriage shed at Highgate (formerly Wellington sidings) which is in the process of being opened out at its north end to allow access from both directions (*Below, Right*).

**All photos: Courtesy Norman Langridge and the Records Office of the West Sussex County Council**