

THE METROPOLITAN IN 1906

Two working timetables have come to the fore, which give the services during the winter of 1906. They are:

WTT No.65 – 1 November 1906 – No.1 Section

“Baker Street, Marylebone, Willesden Green, Harrow, Uxbridge, Chesham, Aylesbury, Brill, Verney Junction, Etc., Etc.”.

WTT No.66 – 3 December 1906 – No.2 Section

“Inner Circle, Hammersmith, Richmond, and Kensington lines, G.W. Main Line passenger trains to and from Aldgate, and G.W. Goods trains to and from Smithfield”.

Both timetables note that services on Christmas Day and Good Friday “will be generally as on Sundays”.

Your Editor is grateful to MRFS for the loan of these very interesting and valuable timetables.

Readers will notice that No.1 and No.2 Sections have been transposed, as today No.1 Section is the Hammersmith & City and Circle and No.2 Section the ‘main line’. *(This reversal of ‘Section’ numbers seems to have taken place with the new series of Working Timetables from 1 November 1926. Furthermore, another Working Timetable for the City Widened Lines dated 1915 shows this as No.4 Section. Presumably No.3 Section was the Great Northern & City Line, which the Metropolitan Railway took over in 1913. All of that is, of course, another story).*

Winter 1906 was an interesting time on the Metropolitan, because electric trains were still fairly new. They had been introduced on the Uxbridge – Baker Street service from 1 January 1905 and the (Inner) Circle from 1 July 1905. On the Hammersmith & City Line, however, electric trains were introduced from 5 November 1906, just four weeks before the new No.2 Section timetable, which also included the branch from Latimer Road to Kensington Addison Road. Alan A. Jackson in “London’s Metropolitan Railway” (David & Charles, 1986) tells us that although electric trains began working on the Hammersmith & City Line on 5 November 1906, it was some time before a full electric service could be realised.

However, electric trains didn’t reign supreme at that stage on the Hammersmith & City Line, with a mix of steam and electric. At that time, the timetable suggests that the through trains between the Great Western Railway and Aldgate were steam hauled on Metropolitan metals and the Richmond (via Hammersmith Grove Road) was steam-operated in its entirety. Trains were identified in the timetable as follows:

H	Metropolitan Hammersmith steam trains	M	Metropolitan electric Circle trains
R	Metropolitan Richmond steam trains	ML	Metropolitan electric Local Circle trains
RL	Richmond and Hammersmith Local steam trains	D	District electric Circle trains
K	G.W. Addison Road steam trains	HE	Hammersmith electric trains
KL	G.W. Addison Road Local steam trains	KE	Addison Road electric trains
GWH	G.W. Hammersmith steam trains	KLE	Addison Road Local electric trains
GWR	G.W. Richmond steam trains		

GWP G.W. main line steam trains

Also shown in the timetable were Great Western goods and empty wagon trains, and South Eastern & Chatham trains between Whitechapel and New Cross (SE&CR), which were included as the through service was withdrawn on 2 December 1906 (the District Railway service to New Cross LB&SCR had been withdrawn on 31 July 1905). In this respect, these trains were shown for connectional purposes at Whitechapel, with connections varying between 4 and 17 minutes.

Ten Metropolitan Railway trains were required for the Circle Line service, to which was added four trains from the District Railway. With a round trip time of 60 minutes, this equated to three MR and two DR trains per Circle, plus four MR trains that worked a 'local' service on the north side of the Circle Line between Moorgate Street and South Kensington.

The MR Circle trains, including the 'locals' were numbered 20-29. Provision was made for 11 of these MR Circle trains to start and stable at Neasden but most of these were shown in the timetable as 'running as required' (to and from Neasden), suggesting that some were stabled overnight on the Circle Line itself. Again, in "London's Metropolitan Railway", we are told that in 1906 sidings for electric stock were provided "in 1906" at Aldersgate, Gloucester Road (MR), Edgware Road, Ray Street, Farringdon Street, Moorgate Street and Bishopsgate (today's Liverpool Street).

Perhaps the reason for so many Circle trains to and from Neasden being shown "as required" in the working timetable was because of the new stabling facilities on the Circle Line being established?

There were five electric Hammersmith & City Line trains scheduled (set numbers 1-3 and 8-9) and four electric trains for the Addison Road – Aldgate service (4-7). In addition, there were seven Metropolitan steam train sets (numbers 10-16) and two Great Western steam trains (17-18), which not only worked the Hammersmith & City service, but also the Richmond service.

The Hammersmith & City Line service was every 10-20 minutes with a mix of steam and electric trains with the Richmond service hourly (which accounted for the 20-

STEAM AND ELECTRIC NOTES

- Electric services on the H&C began on 05.11.06 also with an electric shuttle between Latimer Road and Kensington Addison Road.
- The Hammersmith – New Cross through steam service was withdrawn at the close of traffic on 02.12.06.
- The timetable dated 03.12.06 showed connections at Whitechapel between MR and SE&CR trains to compensate for the loss of the through service.
- This new timetable of 03.12.06 provided a through electric service between Aldgate and Kensington Addison Road.
- Despite 5 electric H&C trains being scheduled in the new timetable, only two were operational on 03.12.06.
- Aldgate – Richmond through steam service withdrawn after traffic on 31.12.06 and replaced by a GWR steam rail motor between Notting Hill & Ladbroke Grove (today's Ladbroke Grove) and Richmond.
- Electric locomotives took over hauling through GWR trains between Bishop's Road¹ (Paddington) and Aldgate from 01.01.07.
- Off-peak Hammersmith & City service increased from 6tph to 10tph from 02.04.07.
- Three-car off-peak trains introduced on H&C from 01.01.08.

¹ Today's Paddington (Suburban).

minute gaps in the Hammersmith service). The majority of the Hammersmith & City trains operated to and from Aldgate but some of them were extended to Whitechapel connecting with the SE&CR service from the low level platforms to New Cross, in lieu of the recently withdrawn through steam service. There were, of course, no connections when a handful of the H&C trains were scheduled to turn short at St. Mary's, all of which except one were steam trains. Whitechapel was also served by a minority of the Richmond trains. The service to and from Whitechapel varied between every 20 and 30 minutes, although these intervals were not 'exacting' and, of course, these comprised a mix of electric and steam trains.

On Sundays, the service was 'split' by the "Church Interval"², which resulted in a break in services from about 11.30 for about an hour and a half. For the morning service, the Circle Line operated every 10-20 minutes with one District and three Metropolitan trains per Circle. The Hammersmith & City Line operated every 10-30 minutes, with a 30-minute service to and from Whitechapel and the other trains to and from Aldgate.

The post-Church Interval service was similar, except that the all-round Circle Line service became every 10 minutes from 18.00. There were also Circle Line shuttles operating during the afternoon between Edgware Road and South Kensington, shown in the timetable as "three cars", the only time short trains were scheduled on the H&C and Circle as such.

Without reproducing the whole timetable, the only way to appreciate the services then provided is to show some samples.

GWR CITY STEAM TRAINS – WEEKDAYS

From Bishop's Road Aldgate	SH 08.25 08.49	WR 08.30 08.53	SH 08.41 09.03	WR 09.01 09.23	MH 09.21 09.43	ST 09.26 09.51	WD 09.37 10.02	WD 10.11 10.33
Aldgate Bishop's Road To	08.53 09.17 WD	09.02 09.26 RDG	09.10 09.33 SH	09.40 10.04 SH	09.53 10.17 WR	†	10.05 10.29 SH	10.43 11.07 SH

From Bishop's Road Aldgate	SO K 12.56 13.20	SO WR 13.26 13.50	SH 14.26 14.50	MF WD 16.08 16.32	SH 16.41 17.03	MF SH 17.26 17.50	MF ‡	MF WD 18.17 18.40
Aldgate Bishop's Road To	13.23 13.48 WD	13.53 14.17 SH	14.53 15.17 SH	16.40 17.03 WD	17.12 17.36 WR	17.53 18.16 SH	18.13 18.35 WD	18.50 19.14 WR

MF Mondays to Fridays SH Southall K
 Kensington (Addison Road)
 SO Saturdays only WD West Drayton

² The "Church Interval" on Sunday mornings had been a railway tradition for many years. However, the Central London, Bakerloo, Piccadilly and Hampstead lines operated continuously on Sundays from opening, although starting up later than on weekdays. The District Railway began continuous Sunday operation from 26 July 1903. The Great Northern & City and City & South London Railways succumbed to all-day Sunday operation from 1 August 1909. Although the Metropolitan and East London lines reduced the duration of their Church Interval from 1907, the Metropolitan and Inner Circle began continuous Sunday operation from 3 October 1909 with the East London finally coming into line from 6 April 1913.

MH Maidenhead
 RDG Reading
 Road
 ST Staines

WR Windsor
 † Forms service to Kensington Addison
 ‡ From Kensington Addison Road

SERVICES FROM RICHMOND TO THE CITY

Weekdays		Stock		Sundays		Stock	
07.44	WCL		Met	09.36	ALD		GWR
08.26	ALD		Met	10.26	ALD		GWR
08.52	ALD		Met	13.36	ALD		GWR
09.57	ALD		GWR	14.36	ALD		GWR
10.56	WCL		Met	15.36	ALD		GWR
11.56	ALD		GWR	16.36	ALD		GWR
12.56	WCL		Met	17.36	ALD		GWR
13.56	ALD		GWR	18.36	ALD		GWR
14.56	ALD		Met	19.36	ALD		GWR
15.56	ALD		GWR	20.36	ALD		GWR
16.56	ALD	MF	Met	21.34	ALD		GWR
16.56	WCL	SO	Met	22.38	ALD		GWR
17.56	ALD		GWR	23.26	HM		GWR
18.56	ALD		Met				
19.56	ALD		GWR	ALD		Aldgate	
20.56	WCL		Met	HM		Hammersmith Grove Road	
21.56	ALD		GWR	WCL		Whitechapel	
22.56	ALD		Met				

TRAINS FROM ADDISON ROAD

Weekdays		Stock				Sundays		Stock		
05.52	ALD		E	14.00	ALD	SO	E	08.15	ALD	E
06.02	ALD		E	14.22	ALD		E	08.45	ALD	E
06.20	ALD		E	14.52	ALD		E	09.15	ALD	E
06.52	ALD		E	15.22	ALD		E	09.45	ALD	E
07.22	ALD		E	15.52	ALD		E	10.15	ALD	E
07.32	ALD		E	16.20	ALD		E	10.45	ALD	E
07.50	ALD		E	16.52	ALD		E	11.15	BRD	E
08.23	ALD		E	17.22	ALD		E	13.15	ALD	E
08.53	ALD		E	17.27	ALD	MF	Steam	13.45	ALD	E
09.02	ALD		E	17.52	ALD		E	Then at:		
09.25	ALD		E	18.22	ALD		E	15	ALD	E
09.52	ALD		E	18.32	ALD	MF	E	45	ALD	E
10.22	ALD		E	18.52	ALD		E	Until:		
10.52	ALD		E	19.22	ALD		E	22.45	ALD	E
11.22	ALD		E	19.50	ALD		E	23.15	BRD	E
11.52	ALD		E	20.22	ALD		E			
12.22	ALD		E	20.50	ALD		E	ALD		Aldgate
12.42	ALD	SO	Steam	21.20	ALD		E	BRD		Bishop's Road
12.52	ALD		E	21.52	ALD		E	E		Electric
12.56	BRD		Steam	22.22	ALD		E			
13.22	ALD		E	22.52	ALD		E			
13.31	BRD		Steam	23.25	BRD		E			
13.52	ALD		E	23.52	BRD		E			

RUSH HOUR TRAINS THROUGH BAKER STREET

Readers should note that there were no trains to and from the City from the 'main line', apart from the early morning and late-night empty Circle Line trains.

Weekdays 09.00 – 10.00 – ‘Up’				Weekdays 18.00 – 19.00 – ‘Down’			
From	Time	To	Type	From	Time	To	Type
RMD	09.01	ALD	Steam	ALD	18.01	K	E
HM	09.03	WCL	Steam	C’cle	18.06	C’cle	E
WD	09.05	ALD	Steam	WCL	18.08	HM	Steam

Weekdays 09.00 – 10.00 – ‘Up’				Weekdays 18.00 – 19.00 – ‘Down’			
From	Time	To	Stock	From	Time	To	Stock
C’cle	09.08	C’cle	E	ALD	18.11	MF SH	Steam
K	09.12	ALD	E	C’cle	18.16	C’cle	E
HM	09.14	ALD	Steam	WCL	18.18	MF HM	E
C’cle	09.18	C’cle	E (District)	ALD	18.18	SO HM	E
K	09.20	ALD	E	ALD	18.21	K	E
HM	09.23	WCL	E	C’cle	18.26	C’cle	E (District)
MH	09.25	ALD	Steam	BGT	18.28	MF HM	Steam
C’cle	09.28	C’cle	E	WCL	18.28	SO HM	Steam
ST	09.31	ALD	Steam	ALD	18.31	MF WD	Steam
RMD	09.34	ALD	Steam	MG	18.33	SK †	E
C’cle	09.38	C’cle	E	C’cle	18.36	C’cle	E
HM	09.40	WCL	E	ALD	18.38	MF HM	E
WD	09.42	ALD	Steam	WCL	18.38	SO HM	E
K	09.45	ALD	E	BGT	18.41	MF HM	Steam
C’cle	09.48	C’cle	E (District)	C’cle	18.46	C’cle	E
HM	09.51	ALD	E	WCL	18.48	MF HM	E
HM	09.55	ALD	E	ALD	18.48	SO HM	E
C’cle	09.58	C’cle	E	ALD	18.51	K	E
				C’cle	18.56	C’cle	E
BGT	Bishopsgate			ALD	18.58	RMD	Steam
BRD	Bishop’s Road (Paddington)						
C’cle	Circle	MH	Maidenhead	ST	Staines		
HM	Hammersmith	RMD	Richmond	WCL	Whitechapel		
K	Kensington Addison Road	SH	Southall	WD	West Drayton		
MG	Moorgate Street	SK	South Kensington	†	‘Local’ Circle Line		

FIRST AND LAST TRAINS

WEEKDAYS – FIRST

Aldgate	–	–	–	–	05.46	–
South Kensington	–	–	05.33	–	06.13	–
Richmond	–	–		–		07.44
Hammersmith	05.05	05.15		–		
Addison Road	↓	↓	↓	05.52	↓	↓
Edgware Road	05.23	05.33	05.46	06.09	06.26	08.22
Moorgate Street	05.40	05.49	06.01	06.26	06.41	08.37
Aldgate	05.44	↓	06.06	06.30	06.46	↓
Whitechapel	–	06.00	–	–	–	08.49

Whitechapel	–	–	–	06.03	–	06.33
Aldgate	–	05.14	05.28	↓	06.33	↓
Moorgate Street	–	05.18	05.32	06.14	06.37	06.44
Edgware Road	<i>Starts</i>	05.35	05.48	06.31	06.54	07.01
Addison Road	<i>Glouc.</i>	↓		↓	07.10	
Hammersmith	<i>Road</i>	05.53		06.49	–	↓
Richmond	<i>05.08</i>	–	↓	–	–	07.37
South Kensington	05.11	–	06.01	–	–	–
Aldgate	05.38	–	06.28	–	–	–

All of these varied workings, both electric and steam, required different headcodes to be used on locomotives and electric stock trains.

A list of the various headcodes in use from December 1906 on the Hammersmith & City and Circle lines can be found on page 713 of this issue.

WEEKDAYS – LAST

Aldgate	–	–	–	–	–	23.46
South Kensington	–	–	–	–	–	00.13
Richmond	–	–	22.56	–	–	
Hammersmith	–	23.04		–	23.54	
Addison Road	22.52	↓	↓	23.52	↓	↓
Edgware Road	23.09	23.22	23.32	To	00.12	00.26
Moorgate Street	23.26	23.39	23.49	B. Rd	00.29	00.41
Aldgate	23.30	↓	23.53	arr	00.33	00.45
Whitechapel	–	23.49	–	00.06	–	–

Whitechapel	–	–	–	23.34	–	–	–
Aldgate	21.40	23.18	23.33	↓	23.58	00.34	00.03
Moorgate Street	21.44	23.22	23.37	23.44	00.02	Ex	00.07
Edgware Road	22.01	23.38	23.54	00.01	00.18	B. Rd	00.24
Addison Road			00.10	↓		00.46	↓
Hammersmith	↓	↓	–	00.19		–	00.42
Richmond	22.37	↓	–	–	↓	–	–
South Kensington	–	23.51	–	–	00.30	–	–
Aldgate	–	00.18	–	–	–	–	–

SUNDAYS – FIRST

Aldgate	–	–	–	–	08.06	–
South Kensington	–	08.03	–	–	08.33	–
Richmond	–		–	–		09.36
Hammersmith	07.35		08.05	–		
Addison Road	↓	↓	↓	08.15	↓	↓
Edgware Road	07.53	08.16	08.23	08.33	08.46	10.13
Moorgate Street	08.09	08.31	08.39	08.49	09.01	10.29
Aldgate	08.13	08.36	↓	08.53	09.06	10.33
Whitechapel	–	–	08.50	–	–	–

Whitechapel	–	–	–	08.04	–	–	–
Aldgate	–	–	07.58	↓	08.20	08.50	09.00
Moorgate Street	–	–	08.02	08.14	08.24	08.54	09.04
Edgware Road	–	Starts	08.18	08.31	08.41	09.11	09.21
Addison Road	–	HSK		↓		↓	09.37
Hammersmith	–	at		08.49	↓	09.29	–
Richmond	–	08.06	↓	–	09.16	–	–
South Kensington	08.01	08.11	08.31	–	–	–	–
Aldgate	08.28	08.38	08.58	–	–	–	–

SUNDAY MORNINGS – LAST

Aldgate	09.56	–	–	–	–	–	10.36	10.56	–
South Kensington	10.23	–	–	10.43	–	–	11.03	11.22	–
Richmond		–	–		–	10.26		–	–
Hammersmith		10.25	10.35		–			–	–
Addison Road	↓	↓	↓	↓	10.45	↓	↓	–	11.15
Edgware Road	10.36	10.43	10.53	10.56	11.03	11.06	11.16	–	To
Moorgate Street	10.51	10.59	11.09	11.11	11.20	11.23	To	–	B. RD
Aldgate	10.56	–	11.13	To	11.24	11.27	BKS ‡	–	arr
Whitechapel	–	11.10	–	BGT †	–	–	–	–	11.31

† Arrive Bishopsgate 11.13.

‡ Arrive Baker Street 11.18.

SUNDAY MORNINGS – LAST – Continued

Whitechapel	–	–	–	–	10.34	–	–
Aldgate	09.58	10.20	10.28	10.38	↓	10.49	10.59
Moorgate Street	10.02	10.24	10.32	10.42	10.44	10.53	11.03
Edgware Road	10.18	10.41	10.48	10.58	11.01	11.10	11.20
Addison Road				To	↓	↓	11.36
Hammersmith		↓		G.Rd	11.19	11.28	–
Richmond	↓	11.10	↓	arr	–	–	–
South Kensington	10.31	–	11.00	11.08	–	–	–
Aldgate	10.58	–	–	–	–	–	–

SUNDAYS MIDDAY – FIRST

Aldgate	–	–	–	–	12.56	–
South Kensington	–	12.53	–	–	13.23	–
Richmond	–		–	–		13.36
Hammersmith	12.45		13.05	–		
Addison Road	↓	↓	↓	13.15	↓	↓
Edgware Road	13.03	13.06	13.23	13.33	13.36	14.13
Moorgate Street	13.19	13.21	13.39	13.49	13.51	14.29
Aldgate	13.23	13.26	↓	13.53	13.56	14.33
Whitechapel	–	–	13.50	–	–	–

Whitechapel	–	–	–	–	13.04	–	–
Aldgate	–	12.48	12.50	13.23	↓	13.20	13.30
Moorgate Street	–	12.52	12.54	Ex	13.14	13.24	13.34
Edgware Road	–	13.08	13.11	B.Rd	13.31	13.41	13.51
Addison Road	–		↓	13.36	↓		14.07
Hammersmith	–		13.29	–	13.49	↓	–
Richmond	–	↓	–	–	–	14.16	–
South Kensington	12.41	13.21	–	–	–	–	–
Aldgate	13.08	13.48	–	–	–	–	–

SUNDAYS – LAST

Aldgate	–	–	–	–	–	23.06	–	23.16
South Kensington	–	–	–	–	–	23.33	–	23.43
Richmond	–	–	22.38	–	–		23.26	To
Hammersmith	22.25	–		23.05	–		To	G.Rd
Addison Road	↓	22.45	↓	↓	23.15	↓	HSM	arr
Edgware Road	22.43	23.01	23.13	23.23	To	23.46	Grove	23.45
Moorgate Street	22.59	23.17	23.29	23.39	B.Rd	00.01	Rd arr	–
Aldgate	23.03	23.21	23.33	↓	arr	00.05	23.43	–
Whitechapel	–	–	–	23.50	23.31	–	–	–

Whitechapel	–	–	23.04	–	–	–
Aldgate	22.20	22.28	–	23.18	23.20	23.30
Moorgate Street	22.24	22.32	23.14	23.22	23.24	23.34
Edgware Road	22.41	22.48	23.31	23.38	23.41	23.51
Addison Road			↓		↓	00.07
Hammersmith	↓		23.49		23.59	–
Richmond	23.16	↓	–	↓	–	–
South Kensington	–	23.01	–	23.50	–	–
Aldgate	–	23.28	–	–	–	–

THE MAIN LINE

The Metropolitan Line No.1 Section (today's No.2 Section!) timetable did not have a regular 'clock face' timetable – far from it – and it is almost impossible to establish any particular order of train services. One can only assume it was 'fit for purpose' (i.e. served the areas where traffic justified services) but as electric trains were still fairly new, and there was still much steam working, the areas served out of the immediate London area were indeed rural. To that end the most frequent service provided was between Willesden Green & Cricklewood (today's Willesden Green) and Baker Street with gradually less frequent services as the railway progressed out into the 'country'.

On weekdays, the off-peak service varied between 6 and 8 trains per hour calling at all stations. Some of these trains back-started at Kingsbury & Neasden (today's Neasden), Wembley Park and Harrow (today's Harrow-on-the-Hill). The 'local' train service from Harrow had intervals varying between 20 and 45 minutes. There were also locomotive-hauled 'fast' trains to and from the Aylesbury line, and from this timetable (1 November 1906), with new electric locomotives available, the locomotive changeover point was Wembley Park and three minutes was allowed for this operation in both directions. The working timetable times at Wembley Park were shown in very small type, suggesting that these trains didn't set down or pick up passengers – one wonders if they actually did! Aylesbury line trains generally ran Baker Street – Willesden Green & Cricklewood – Harrow and then all stations to its northern destination. It was only Great Central trains that omitted some stations north of Harrow and these were normally (but not always) the longer distance trains. A spare electric locomotive was kept at Baker Street from 06.04 to 00.21 weekdays and 08.28 to 23.15 on Sundays.

In the morning peak, there were 14 departures from Harrow between 07.00 and 09.00 –

- 8 All stations to Baker Street.
- 3 'Fast' trains to Baker Street.
- 3 Great Central to Marylebone.

From Willesden Green & Cricklewood between 07.00 and 09.00 there were 27 departures to Baker Street, of which 3 were 'fast' (one each from Rickmansworth, Aylesbury and Chalfont Road), 23 all stations (7 from Harrow, 8 from Kingsbury & Neasden and 8 starting from there), and 1 from Uxbridge which, after Harrow, non-stopped Wembley Park, Kingsbury & Neasden, West Hampstead, Swiss Cottage, Marlborough Road and St. John's Wood Road.

In the evening peak from Baker Street between 17.00 and 19.00 there were two 'fast' trains (1 each to Aylesbury and Verney Junction) and 22 'local' trains (11 to Willesden Green & Cricklewood, 4 to Kingsbury & Neasden, 1 to Wembley Park, 3 to Harrow and 3 to Uxbridge). In this context the term 'local' has been used instead of 'all stations' because there were four trains that did not stop at St. John's Wood Road, Marlborough and Swiss Cottage.

The electric stock allocation comprised ten 6-car trains (set numbers E1-E10) and two 3-car trains (set numbers F31 and F33) for the Uxbridge service. There was also one unexplained train which the timetable says was a "Motor 5-coach" train. Presumably this was an early (the first?) conversion of Ashbury/Bogie stock into electric working. All 'main line' electric trains started and stabled at Neasden except where specially noted. On Sundays there were six 6-car trains (E1-E6) and one three-car (F16) Uxbridge shuttle. In addition, of course, there was the traditional Church Interval. Although this was perceived to be from about 11.30 to any time between 12.20 and 13.00, it is interesting to note that the longer distance trains finished out their journey well into the 'interval'. For example, there was an 11.20 from Baker Street to Aylesbury which arrived at Aylesbury at 12.40, just as the Church Interval was ending in the London area! Similarly in the Up direction there was a train that departed Chesham for Baker Street at 11.55, just after the Church Interval had started. Maybe they went to church at different times outside London?

MONDAYS TO FRIDAYS

	Start Morning	Stable Morning	Start Afternoon	Stable Evening	Stable Night
E1	05.03	–	–	–	00.23
E2	05.10	–	–	–	00.04
E3	05.20	–	–	–	00.13
E4	05.23	–	–	19.47	–
	Start Morning	Stable Morning	Start Afternoon	Stable Evening	Stable Night
E5	05.48	–	–	–	00.24
E6	06.40	09.22	16.48	–	01.07
E7	06.43	10.16	18.00	–	00.56
E8	07.16	–	–	20.06	–
E9	07.20	10.35	17.37	20.36	–
E10	07.24	–	–	–	00.48
F31	04.50	11.48	16.26	20.39	–
F33	07.05	–	–	–	00.30
5 Coach Motor	07.00	09.52	17.21	19.38	–

SATURDAYS

	Start Morning	Stable Morning	Start Midday	Stable Afternoon	Stable Evening	Stable Night
E1	05.03	–	–	–	–	00.13
E2	05.10	–	–	–	–	00.24
E3	05.20	–	–	–	–	00.23
E4	05.23	–	–	–	–	00.04
E5	05.48	–	–	–	–	00.56
E6	06.40	09.22	13.02	–	20.36	–
E7	06.43	10.16	13.28	–	–	01.07
E8	07.16	–	–	15.51	–	–
E9	07.20	10.35	13.05	–	–	–
E10	07.24	–	–	15.55	–	00.48
F31	04.50	11.48	15.08	–	18.36	–
F33	07.05	–	–	–	–	00.30
5 Coach Motor	07.00	09.52	13.20	15.46	–	–

SUNDAYS

	Start Morning	Start Mid-Morn	Stable Morning	Start Midday	Start Evening	Stable Night
E1	08.07	–	11.15	12.42	–	22.38
E2	08.43	–	† 11.16	† 12.19	–	23.47
E3	07.53	–	11.27	13.29	–	23.00
E4	07.35	–	11.33	13.14	–	23.15
E5	–	10.16	10.56	12.59	–	22.24
E6	–	–	–	–	19.04	23.54
F16	07.30	–	‡ 11.37	‡ 13.07	–	24.00

† Harrow.

‡ Uxbridge.

First and last trains on the 'local' section of the main line are now summarised. It should be remembered that for most of the day, the service to and from Uxbridge was a shuttle to and from Harrow.

WEEKDAYS

	FIRST				LAST				
Uxbridge	–	–	05.30	–	23.23	–	–	–	–
Harrow	–	05.34	05.46	05.49	23.40	23.45	–	–	–
Wembley Park	–	05.39	–	05.54	–	23.50	–	–	–
Kingsbury & N'den	05.03	05.43	–	05.58	–	23.54	24.00	–	–
Willesden Green	05.07	05.47	–	06.02	–	23.58	00.04	–	–
Baker Street	05.21	06.01	–	06.16	–	00.12	00.18	–	–

WEEKDAYS – Continued

	FIRST				LAST				
						†	‡		
Baker Street	–	–	05.36	–	23.13	23.43	00.03	00.18	00.30
Willesden Green	–	–	05.51	–	23.27	23.56	00.14	00.33	00.45
Kingsbury & N'den	05.10	05.48	05.54	–	23.30	23.59		00.36	00.48
Wembley Park		05.51	05.57	–	23.33	00.02			–
Harrow	05.18	05.56	06.03	06.06	23.39	00.07	00.23	00.44	–
Uxbridge	–	–	–	06.23	–	–	00.39	–	–

† Non-stop Baker Street – Finchley Road and calls at Wembley Park to set down only.

‡ Non-stop Baker Street – Willesden Green and Willesden Green – Harrow.

SUNDAYS

	FIRST MORNING				LAST MORNING				
Uxbridge	–	08.05	–	–	10.21	–	11.00	–	–
Harrow	–	08.21	08.26	–	10.37	10.40	11.16	–	–
Wembley Park	–	–	08.34	–	–	10.45	–	–	–
Kingsbury & N'den	07.35	–	08.38	–	–	10.49	–	–	–
Willesden Green	07.39	–	08.42	–	–	10.53	–	–	–
Baker Street	07.53	–	08.57	–	–	11.07	–	–	–
		*					§		
Baker Street	08.00	08.45	–	09.05	10.50	–	11.10	11.20	–
Willesden Green	08.14	08.57	–	09.19	11.04	–	11.24		–
Kingsbury & N'den	08.17	09.00	–	09.22	11.07	–	11.27	11.35	–
Wembley Park	–	09.06	–	09.25	11.10	–	–	–	–
Harrow	–	09.11	09.20	09.31	11.16	11.20	–	–	–
Uxbridge	–	–	09.36	–	–	11.37	–	–	–

	FIRST MIDDAY				LAST EVENING				
Uxbridge	–	13.07	–	–	22.40	–	–	–	–
Harrow	12.19	13.24	13.28	–	22.56	22.59	–	–	–
Wembley Park	12.24	–	13.36	–	–	23.04	–	–	–
Kingsbury & N'den	12.28	–	13.40	–	–	23.08	–	–	–
Willesden Green	12.32	–	13.44	–	–	23.12	–	–	–
Baker Street	12.46	–	13.59	–	–	23.26	–	–	–
Baker Street	12.56	–	–	–	22.11	22.48	–	23.18	23.30
Willesden Green	13.10	–	–	–	22.25	23.05	–	23.32	23.44
Kingsbury & N'den	13.13	–	–	–	22.28	23.08	–	23.35	23.47
Wembley Park	13.16	–	–	–	22.31		–		–
Harrow	13.22	13.33	–	–	22.37	23.16	23.19	23.42	–
Uxbridge	–	13.50	–	–	–	–	23.35	–	–

* Non-stop Baker Street – Willesden Green. To Chesham.

§ 11.20 Baker Street to Aylesbury. Non-stop Baker Street to Kingsbury & Neasden and Kingsbury & Neasden to Rickmansworth.

The Metropolitan Railway's 'main line' locomotive-hauled stock comprised 3, 5 and 6-coach old stock, along with 5 and 6-coach Bogie (Ashbury) stock. The 'main line' service was also shared with the Great Central Railway, some of whose trains came from much further afield – Manchester, Bradford, Sheffield, Nottingham and Leicester.

There was also an intensive goods service. Great Central Goods trains originated from the likes of Grimsby (fish traffic), Guide Bridge, Woodford Halse. The timetable mentions ordinary "Goods Traffic", plus Parcels traffic, Ballast and Sand, Furniture Vans, Live Stock, Horses, Gas Trucks, Tarrif Vans (*what were they?*) and Milk Van working – the appears to be nothing that the Met. couldn't handle!

We have seen (above) the number of Metropolitan 'main line' trains that arrived and departed from Baker Street during the peaks. Insofar as the Great Central service at Marylebone is concerned, there were five arrivals between 07.00 and 10.00, one each from Rickmansworth, Chesham, Aylesbury, Great Missenden and Nottingham.

There were six departures between 16.00 and 19.00, one each to Aylesbury, Sheffield, Great Missenden, Rickmansworth, Leicester and Chesham.

Aylesbury had four departures in the morning peak, at 07.07, 07.35, 08.21 and 08.45. Two were Metropolitan and two were Great Central.

In the evening peak between 17.00 and 19.00 there were three arrivals at Aylesbury, at 18.06, 18.17 and 19.00. The first was a Great Central which terminated, the second was a through GC train to Sheffield and the third a Metropolitan trains from Baker Street.

Taking the main line service closer to London, the peak service at Rickmansworth is summarised as follows, 07.00 to 09.00 in the Up direction and 17.00 to 19.00 in the Down.

From	To	Note	From	To	Note
UP			DOWN		
Start	07.17	BKS	BKS	17.07	CM
CM	07.40	M'bone	M'bone	17.22	AY 3
AY	07.55	BKS	BKS	17.37	CM
AY	08.21	M'bone	M'bone	18.03	Gt. Miss
Chal Rd	08.26	BKS	BKS	18.15	AY 2
Gt. Miss	08.47	M'bone 1	M'bone	18.32	Terminates
CM	08.55	BKS	M'bone	18.51	LR 3

1. Non-stop Pinner to Willesden Green & Cricklewood.
2. Runs non-stop Baker Street to Harrow.
3. Does not call at Harrow and Pinner.

MAIN LINE 'BRANCH' SERVICES

We have mentioned already the Uxbridge branch, which was mostly a three-car shuttle service to and from Harrow, the first and last trains being noted above. However, there were a small number of through trains on weekdays, are summarised below. The train marked * is the five-coach motor train.

		*	SO *	SO	SO	MF *	SO			
Uxbridge	07.37	08.51	14.40	15.18	16.08	18.33	18.46	19.19	20.58	
Harrow	07.54	09.07	14.57	15.34	16.25	18.50	19.03	19.35	21.15	
Wembley Park	07.59		15.02	15.39	16.31	18.55	19.08	19.40	21.20	
Kingsbury & N'den	08.03		15.06	15.43	16.35	18.59	19.12	19.44	21.24	
Willesden Green	08.07	09.18	15.10	15.47	16.39	19.03	19.16	19.48	21.28	
Baker Street	08.21	09.30	15.24	16.01	16.53	19.17	19.30	20.02	21.42	
		*	SO *	SO	SO	MF *	MF			
Baker Street	06.52	07.57	13.44	14.31	15.03	17.44	18.00	18.33	20.03	00.03
Willesden Green	07.04	08.12	13.57	14.46	15.18	17.57	18.13	18.46	20.18	00.14
Kingsbury & N'den	07.07	08.15	14.00	14.49	15.21	18.00	18.16	18.49	20.21	
Wembley Park		08.18	14.03	14.52		18.03	18.19	18.52	20.24	
Harrow	07.15	08.24	14.09	14.58	15.28	18.09	18.25	18.58	20.30	00.23
Uxbridge	07.32	08.40	14.25	15.14	15.45	18.26	18.41	19.14	20.47	00.39

In addition, the second shuttle train to enter service, 08.03 from Harrow to Uxbridge, back-started in passenger service from Kingsbury & Neasden.

Non-stop working:

08.51 ex-Uxbridge – Wembley Park, Kingsbury & Neasden, West Hampstead, Swiss Cottage, Marlborough Road and St. John's Wood Road.

13.44 ex-Baker Street – Non-stop Baker Street to Finchley Road.

15.03 ex-Baker Street – Non-stopped Wembley Park.

17.44 ex-Baker Street – Non-stop Baker Street to Finchley Road.

18.00 ex-Baker Street – Non-stop Baker Street to Finchley Road.

18.33 ex-Baker Street – Non-stop Baker Street to Finchley Road.

00.03 ex-Baker Street – Non-stop Baker Street to Willesden Green and Willesden Green to Harrow.

On Sundays there were just two through trains, 19.35 and 20.22 Baker Street to Uxbridge and 20.40 and 21.14 from Uxbridge to Baker Street, all trains six cars and 'all stations'.

The off-peak service interval on the Uxbridge branch was very variable. When there were just the two shuttle trains, it was anything from 26 minutes to 75 minutes. On Sundays the one shuttle train provided a varying service interval between 39 and 95 minutes, which excluded the mid-morning Church Interval.

The Chesham branch service was similarly erratic, with intervals varying between 11 and 70 minutes. The shuttle train to and from Chalfont Road comprised three carriages of old stock, but there were through trains to both Baker Street and Marylebone daily. The following table are the departures from Chesham and all are shuttles, except where specifically noted otherwise.

WEEKDAYS**SUNDAYS**

07.20	M'bone	15.45 MF		08.38	
07.31		16.14	M'bone	09.12	
07.58		16.39		09.59	BKS
08.38	BKS	17.09 MF		11.55	BKS
09.12	M'bone	17.09 SO	BKS	12.49	BKS
09.25		17.39	Willesden Green	14.00	M'bone
09.54				14.48	
10.30		18.17	BKS	16.14	
11.09		19.00		16.54	BKS
11.55	M'bone	20.10	M'bone	17.36	
12.07		20.25		18.04	
12.50		21.18	Willesden Green	18.48	
13.50	M'bone			19.44	
14.02		22.12		20.35	BKS
14.45 SO		22.58		20.59	
14.48 MF	BKS	00.10		21.45	
15.31 SO				22.10	M'bone

Moving further north, the Verney Junction and Brill branch services are summarised, including the 'local' service between Aylesbury and Quainton Road.

WEEKDAYS

Compo	GC *	MET	GC	GC *	MET	GC *	MET	GC	GC *	MET
From		BKS	Mb					Mb		BKS
Aylesbury	06.40	07.53	08.15	09.23	–	11.40	–	12.18	13.41	15.50
Waddesdon Manor	06.52	08.03	08.23	09.35	–	11.52	–	12.26	13.53	15.59
Quainton Road	06.57	08.07	08.26	09.40	09.50	11.57	12.00	12.36	13.58	16.03
Waddesdon Road	↓	↓	–	↓	09.59	↓	12.09	–	↓	↓
Westcott			–		10.02		12.12	–		
Wotton			–		10.12		12.22	–		
Wood Siding			–		10.20		12.32	–		
Brill	↓	↓	–	↓	10.28	↓	12.40	–	↓	↓
Granborough Road	07.08	08.16	–	09.52	–	12.08	–	–	14.10	16.11
Winslow Road	07.13	08.20	–	09.57	–	12.13	–	–	14.14	16.15
Verney Junction	07.17	08.24	–	10.01	–	12.17	–	–	14.18	16.18
To			LR					LR		

* Great Central rail-motor train.

WEEKDAYS – Continued

Compo From	MET	GC *	GC *	MET	GC Mb	MET BKS	MET	GC Mb		
Aylesbury	–	16.28	18.23	–	19.39	19.50	–	20.48	–	–
Waddesdon Manor	–	16.40	18.34	–	19.48	19.59	SO	20.56	–	–
Quainton Road	16.08	16.45	18.39	18.42	–	20.03	20.15	21.00	–	–
Waddesdon Road	16.16	↓	↓	18.50	–	↓	20.23	–	–	–
Westcott	16.19			18.53	–		20.26	–	–	–
Wotton	16.29			19.03	–		20.36	–	–	–
Wood Siding	16.38			19.12	–		20.45	–	–	–
Brill	16.45	↓	↓	19.19	–	↓	20.53	–	–	–
Granborough Road	–	16.56	18.49	–	–	20.10	–	–	–	–
Winslow Road	–	17.01	18.53	–	–	20.14	–	–	–	–
Verney Junction	–	17.05	18.57	–	–	20.17	–	–	–	–
To					LR			LR		

Compo From	GC *	MET	MET	GC SFD	MET	GC *	GC *	GC LR	MET	GC *
Verney Junction	07.30	–	09.25	–	–	10.50	12.50	–	–	15.28
Winslow Road	07.35	–	09.28	–	–	10.55	12.55	–	–	15.33
Granborough Road	07.40	–	09.34	–	–	11.00	13.00	–	–	15.38
Brill	↓	08.40	↓	–	10.32	↓	↓	–	15.10	↓
Wood Siding		08.50		–	10.40			–	15.18	
Wotton		09.05		–	10.49			–	15.27	
Westcott		09.15		–	10.58			–	15.36	
Waddesdon Road	↓	09.22	↓	–	11.01	↓	↓	–	15.39	↓
Quainton Road	07.51	09.30	09.44	–	11.09	11.11	13.11	15.11	15.47	15.49
Waddesdon	07.56	–	09.51	10.39	–	11.18	13.16	15.15	–	15.54
Aylesbury	08.08	–	10.00	10.45	–	11.28	13.28	15.22	–	16.06
To			BKS	Mb				Mb		

Compo From	GC *	MET	MET	MET	GC *	MET				
Verney Junction	17.10	–	18.00	–	19.45	20.45	–	–	–	–
Winslow Road	17.15	–	18.04	–	19.50	20.48	–	–	–	–
Granborough Road	17.20	–	18.09	SO	19.55	20.52	–	–	–	–
Brill	↓	17.30	↓	19.23	↓	↓	–	–	–	–
Wood Siding		17.38		19.31			–	–	–	–
Wotton		17.48		19.40			–	–	–	–
Westcott		17.58		19.49			–	–	–	–
Waddesdon Road	↓	18.01	↓	19.52	↓	↓	–	–	–	–
Quainton Road	17.31	18.10	18.19	20.00	20.06	21.00	–	–	–	–
Waddesdon	17.36	–	18.23	–	20.11	21.04	–	–	–	–
Aylesbury	17.48	–	18.32	–	20.23	21.13	–	–	–	–
To			BKS							

SUNDAYS

Compo	MET	MET	MET	MET						
From			BKS							
Aylesbury	06.45	10.52	17.02	–	–	–	–	–	–	–
Waddesdon Manor	06.54	11.10	17.11	–	–	–	–	–	–	–
Quainton Road	06.58	11.18	17.16	18.30	–	–	–	–	–	–
Waddesdon Road	↓	11.26	↓	18.38	–	–	–	–	–	–
Westcott		11.29		18.41	–	–	–	–	–	–
Wotton		11.39		18.51	–	–	–	–	–	–
Wood Siding		11.48		19.00	–	–	–	–	–	–
Brill	↓	11.55	↓	19.09	–	–	–	–	–	–
Granborough Road	07.06	–	17.24	–	–	–	–	–	–	–
Winslow Road	07.10	–	17.28	–	–	–	–	–	–	–
Verney Junction	07.14	–	17.31	–	–	–	–	–	–	–
To										

SUNDAYS – Continued

Compo	MET	MET	MET	MET	MET					
From										
Verney Junction	–	07.30	–	–	18.05	–	–	–	–	–
Winslow Road	–	07.36	–	–	18.10	–	–	–	–	–
Granborough Road	–	07.42	–	–	18.16	–	–	–	–	–
Brill	07.00	↓	–	17.35	↓	–	–	–	–	–
Wood Siding	07.08		–	17.43		–	–	–	–	–
Wotton	07.18		–	17.53		–	–	–	–	–
Westcott	07.27		<i>Ety</i>	18.03		–	–	–	–	–
Waddesdon Road	07.30	↓	←	18.06	↓	–	–	–	–	–
Quainton Road	07.40	07.53	08.00	18.15	18.24	–	–	–	–	–
Waddesdon	→	07.57	08.10	–	18.28	–	–	–	–	–
Aylesbury	–	08.08	08.30	–	18.37	–	–	–	–	–
To		BKS			BKS					