

# FROM THE SOCIETY'S ARCHIVES

## EAST LONDON LINE



**Above:** The changeover from Q Stock to CO/CP Stock on the East London Line in September 1971 (Left) seen at Surrey Docks with a Q23 leading a northbound train on the left and CP Stock leading a southbound train in the centre. CP Stock DM 54250 is at the rear of a northbound train, also at Surrey Docks.



**Left:** A further change in stock for the East London Line in 1974, when spare 1938 Tube Stock replaced the CO/CP Stock that returned to the District Line, both types seen in New Cross Depot.

## 1992 TUBE STOCK



The Central Line's 1992 Tube Stock when new – over 20 years ago now! The first ten A-B DM-NDM pairs were delivered by road to Ruislip Depot, and DM 91005 is seen after delivery on 11 July 1992 (Above, Left). Two trains seen stabled in Ruislip Depot (Above), showing the tripcock resetting bars that were fitted when trains had to change between tripcock and coded manual mode at the various boundary stations. Note also the temporary card destinations. The original armrests did not survive long and trials were made with a more substantial type (Left) but these were not pursued.



## 1938 TUBE STOCK



**Above:** London Road Depot before the WW2-damaged shed was demolished in the 1970s.



**Above:** Hanger Lane Junction – 1938 Tube Stock on the Piccadilly Line ended in December 1975.



**Left:** Ruislip Depot and a withdrawn 1938 Stock unit is being prepared for return to service on the Northern Line.

**Below:** The end for the 1938 Stock on the Northern Line (second time around) came in May 1988, the last train entering service from Morden Depot (Left) and in Morden station (Right).

**Bottom:** NDM 12048 replaced 12027 in the Starlight Express, the latter being seen after removal from the unit (Left) and the difference in roof colour standing out in Morden Depot (Right) in the withdrawn train.







**Above:** The farewell 1938 Tube Stock tours took place in March and April 1986 and one of the obscure locations visited was Kilburn High Road, where the fourth rail is retained for emergency situations. This was when the 1932 signalling was still in use and the crossover (Left) controlled from the small cabin on the right. Coming across the crossover (Right), this gives a good view of the DC signalling.

## DISTRICT LINE



Q Stock on the Wimbledon branch, approaching Wimbledon (Above, Left) with a Q23 motor car leading and (Above) at West Brompton with Q27 motor car 4368 at the rear of the departing train. This motor car was one of seven Q27s turned and converted from 'D'-end to 'A'-end in 1955 (all Q27s hitherto were east facing 'D' end). Acton Works always outshopped heavy overhauled trains in pristine condition, as seen here (Left) with CP Stock DM 54197 nearest, the whole unit being in bus red livery with white roundels and car numbers.

## STEAM



**Opposite:** (Lower Left) Ex-GWR pannier tank L90 outside the steam shed at Lillie Bridge.



**Opposite:** (Lower Right) Moving about in Ruislip Depot is steam crane C616, built in 1939 by Butler & Co., surviving until scrapped in July 1981.

## C69 STOCK



**Above:** (Left) Acton Town on the eastbound fast and two-car C69 unit 5606-6606 is coupled to a four-car A Stock (at the rear). 5606 was the driving motor car fitted experimentally with Kiepe equipment but being non-standard it was considered not worth reverting to standard prior to fleet refurbishment. It was withdrawn in January 1991 and scrapped in May 1993.



**Above:** (Right) C69 unit 5567-6567 was given a white roof after collision repairs in an attempt to improve interior car temperatures during hot weather. In pristine condition, trailer 6567 takes centre stage in Hammersmith Depot.

## AND FINALLY



The Central Line tunnel between Grange Hill and Chigwell (Above, Left), looking towards the latter, and a 1962 Stock four-car unit at Ongar shortly before closure (Above). On loan from the Northern Line was the four-car Gloucester-built 1956 Prototype Tube Stock unit 1008-2008-9009-1009 for a special event at Northfields (Left), for which a special destination blind was made, showing the station's name of 'Northfields & Little Ealing' which it was from 11 December 1911. It became Northfields on 18 December 1932.