

BAKERLOO LINE DESTINATION BLINDS

Following the note earlier in this issue regarding the out of date list of destinations in the north end cab of a Bakerloo Line 1972 MkII Tube Stock train (page 162), as this is the last stock to have conventional hand-wound destination blinds, it is worth taking a look at the various blind content since the stock has worked on the Bakerloo Line from 1977 to 1979 and again from 1986 through to the present day, and most likely for some considerable time beyond. Nonetheless, we shouldn't forget that the 1972 MkII Tube Stock first worked on the Northern Line but the blinds for that line don't form part of the Bakerloo line story. The diagrams below depict the six known Bakerloo Line variations.

1

SPECIAL
WEST HAMPSTEAD
FINCHLEY ROAD
CANONS PARK
NEASDEN
WEMBLEY PARK
ELEPHANT & CASTLE
STANMORE
CHARING CROSS
QUEENS PARK
WATERLOO
HARROW & WEALDSTONE
STONEBRIDGE PARK
WATFORD JUNCTION
WILLESDEN JUNCTION

2

CANONS PARK
NEASDEN
STANMORE
WEMBLEY PARK
CHARING CROSS
WILLESDEN GREEN
WEST HAMPSTEAD
FINCHLEY ROAD
SPECIAL
NOT IN SERVICE

3

ELEPHANT
AND CASTLE
QUEENS PARK
WATERLOO
STONEBRIDGE PK
PADDINGTON
WATFORD L.M.R.
SPECIAL
HARROW AND
WEALDSTONE

Intended for stage I of the Jubilee Line, the stock was transferred from the Northern Line to work on the Bakerloo Line, entering service in April 1977. Because not all train crews were trained at the beginning, they were initially confined to working in the peaks between Stanmore and Waterloo, and then reversing via London Road Depot. By this means, it avoided any delays with stepping back at Elephant & Castle in the event of a disorganised service. The train set numbers were separate from the main Bakerloo numbers, being 317 and 320-322. Once all crews had been trained, in August 1977, all 1972 MkII trains worked through to Elephant & Castle. It was to be 14 October 1977, however, before authorisation was given for them to work north of Queen's Park to Watford Junction.



Above: Two trains display the first set of blinds for the Bakerloo Line, at Stanmore (Left) when four trains were confined to peak hours between Stanmore and Waterloo (reversing in London Road Depot). Approaching Willesden Green southbound (Right) after all crews had been trained and trains could work through to Elephant & Castle on a daily basis, intermixing with the 1938 Tube Stock. These blinds had narrow lettering and most displays occupied almost the full height of the blind box window.

Because they were intended for the Jubilee Line, both Bakerloo and Jubilee Line destinations were included and took the form of narrow upper case lettering (illustration 1, opposite).



Above: (Left) The first 1972 MkII Tube Stock to Watford Junction ran in the evening peak on 14 October 1977 and, with 1938 Tube Stock, worked the four peak hour journeys on Mondays to Fridays until the Jubilee Line came into being on 1 May 1979, when it was left in the hands of the 1938 Stock until the service was withdrawn altogether on 24 September 1982. One of the four trains is seen departing empty from Watford Junction to stable overnight in Croxley Green Depot.

Above: (Right) New blinds were produced for the 1972 MkII Stock when the Jubilee Line came into being on 1 May 1979. However, not all trains were so fitted from the opening day and some continued for a short time with the original blinds, as seen here at Stanmore.

Below: (Left) The new Jubilee Line only destination blinds were in what appears to be Johnston font, seen on this train approaching Finchley Road (Left) and about to pass under the surface stock train detector, where the three hanging mercury tubes would be broken by a sub-surface stock train, tripping the train and returning signals to danger.

Below: (Right) Another example of the second generation blind displaying Wembley Park and awaiting departure from the then terminus at Charing Cross.



Illustration 2 (opposite) shows the destinations on the Jubilee Line only blinds, which replaced the originals. It will be seen that all Bakerloo Line destinations are no longer included but the only difference with other destinations is the addition of a 'Not in Service' display.

Between 1986 and 1989, the 1972 MkII Tube Stock was transferred to the Bakerloo Line (which then operated Elephant & Castle – Harrow & Wealdstone) and new blinds were required. The line was to be operated wholly by this stock and also coincided with its conversion to one-person-operation.

Illustration 3 (opposite) shows the first version of the Bakerloo Line only blind, with the inclusion of Paddington and, with some surprise (but then maybe with hope) Watford L.M.R.¹ rather than Watford Junction that the original blinds carried. Not in Service has been omitted.

Illustration 4 (below) shows that the only change is that Stonebridge Pk has become Stonebridge Park. There was still no apostrophe in Queen's Park.

Below: Two views of the 1972 MkII Tube Stock before refurbishment, which show the southern terminus displayed on two lines. Following a programme of engineering modifications, train set number plates have been replaced by an electronic display. Moreover, car numbers have been added above the near- and offside cab windows to aid identification on CCTV. To minimise shunting operations in Stonebridge Park Depot with middle UNDM cars, the trains were turned so that the 'A' end faced south and the 'D' end faced north. DM 3255 leads from under the concrete that is Wembley Central (Left), while DM 3251 is trailing a northbound train at Kensal Green (Right).

¹ The 1938 Tube Stock destination plates originally carried "Watford LMS" but were amended after nationalisation to read "Watford LMR", the LMR appendage most likely being a sticker over LMS.



4

ELEPHANT
AND CASTLE
QUEENS PARK
WATERLOO
STONEBRIDGE PARK
PADDINGTON
WATFORD L.M.R.
SPECIAL
HARROW AND
WEALDSTONE



5

SORRY
NOT IN SERVICE
ELEPHANT
AND CASTLE
QUEENS PARK
STONEBRIDGE PK
HARROW &
WEALDSTONE
WATERLOO
PICCADILLY
CIRCUS
PADDINGTON
LAMBETH NORTH
WILLESDEN
JUNCTION
WEMBLEY
CENTRAL
SORRY
NOT IN SERVICE

6

Not in Service
Elephant & Castle
Queen's Park
Stonebridge Pk
Harrow & W'stone
Waterloo
Piccadilly Circus
Paddington
Lambeth North
Willesden Jctn
Wembley Central
Not in Service
Test Train

We now move forward to when the stock was refurbished in the early-1990s, having been painted in LU Corporate livery. The same blinds were used but no car numbers had been added above the cab windows at that stage. A further series of engineering modifications were subsequently made, which saw the train whistle moved to above the offside cab window, somewhat spoiling the symmetrical front end appearance, especially that car numbers had been applied once again. Destination blinds were changed to aid the visually impaired, with the destinations in yellow but on the usual black background (illustration 5). Watford has gone from the list but other possible emergency reversing points have been added for the first time – Lambeth North, Piccadilly Circus, Willesden Junction and Wembley Central – while Stonebridge Park becomes 'Pk' once again, and Not in Service has an apologetic 'sorry' prefix.

The latest destination blind style (illustration 6, opposite) was introduced in 2015-2016. It kept the yellow-on-black principle but the lettering was changed to lower case. The same ten destinations remain, but with Willesden Junction and Harrow & Wealdstone abbreviated so that they are contained on one line. Not in service is included twice but 'Sorry' is no longer included as a prefix. Also included for the first time is 'Test Train'.



Above: The yellow-on-black upper case blinds. It goes without saying that the two-line displays may be difficult to read for those with impaired sight (Left) seen at Willesden Junction, although the one-line display is better (Right) seen on a train entering the north shed at Queen's Park.

Below: The latest lower case blinds which, with all destinations being on one line and slightly bolder lettering, are undoubtedly easier to read, but it has been necessary to abbreviate Harrow & Wealdstone and Willesden Junction. With the relocation of the train whistle following engineering mods, the front end symmetry is spoilt somewhat with the car number being poked to the left of it.



All photos: Brian Hardy