

## 38 DOWN AND 8 TO GO THE CLOSING DAYS OF C STOCK

Monday 10 February 2014 was to mark the end of C Stock on the Hammersmith & City and Circle lines, with the last two C Stock trains planned to operate in the morning only, one on each service. The two trains were to be changed over at Hammersmith for S7 Stock as noted in the times below.

Hammersmith & City train 246 – 10.15 Barking to Hammersmith (arrive 11.15), formed 5565+5578+5598. This train operated as planned.

*Circle Line train 211 – From Triangle sidings at 05.54, with the last full round trip being 11.12 Hammersmith to Edgware Road (arrive 12.24) via King's Cross, Aldgate and Victoria, then 12.30 Edgware Road to Hammersmith (arrive 13.39) via Victoria, Aldgate and King's Cross.*

This train did not operate as C Stock and started from Triangle Sidings as S Stock, comprising unit 21334+21333. However, train 215 was a (Circle Line-numbered) C Stock but started from Lillie Bridge, working to Aldgate, thence to Hammersmith, where it was changed over for an S Stock. So, although technically a Circle Line working, it did not work around the Circle and therefore the last proper C Stock Circle Line working took place on Sunday 9 February.

On Monday 10 February, four C Stock trains were withdrawn from service, one from Hammersmith direct to Northwood for scrap and three from Hammersmith to Neasden. This left 11 trains for an 8-train District Line service between Edgware Road and Wimbledon, which was to reduce sooner rather than later. The first stage was expected to be four trains replaced by S Stock later in February (initially 10 February but later changed to be 24 February) and the remaining four in May or June – see also below.

In the meantime, two C Stock railtours are being planned, one on 13 April (suggested as including Upminster, Northfields, Uxbridge and Amersham) and the other, final farewell, on 29 June (on normal C Stock routes). Details of these will presumably be found on the LT Museum's website in time.

Before we write off C Stock working to and from Hammersmith, there were still the two District Line workings to and from Hammersmith which remain in passenger service between there and Edgware Road, until they are ousted by S Stock. For the record these were:

### **MONDAYS TO FRIDAYS**

05.17 ex-Hammersmith  
05.42 ex-Hammersmith  
00.27 ex-Edgware Road  
00.38 ex-Edgware Road

### **SATURDAYS**

05.30 ex-Hammersmith  
05.42 ex-Hammersmith  
00.25 ex-Edgware Road  
00.38 ex-Edgware Road

### **SUNDAYS**

07.02 ex-Hammersmith  
07.13 ex-Hammersmith  
00.06 ex-Edgware Road  
00.21 ex-Edgware Road

These working to and from Hammersmith were reduced to one each way daily from Sunday 23 February, being:

### **MONDAYS TO FRIDAYS**

05.42 ex-Hammersmith  
00.27 ex-Edgware Road

### **SATURDAYS**

05.42 ex-Hammersmith  
00.25 ex-Edgware Road

### **SUNDAYS**

07.02 ex-Hammersmith  
00.06 ex-Edgware Road

Notwithstanding all this, the first passenger trip of S Stock to Wimbledon took place on Friday 7 February, when crew training train 753 ran in service between High Street Kensington and Wimbledon after the morning peak, being formed of unit 21332-21331. The east end crew training train 754, and formed of unit 21318-21317, worked a Barking – Wimbledon – Barking round trip in the afternoon, also in passenger service.

Then, perhaps more importantly and surprisingly, no serviceable C Stock trains meant that train 74 was formed of S Stock on Saturday 8 February, the first S7 on a normal District Line timetabled working – the formation was again 21318+21317. This ran from Barking at 12.00, taking up the working of train 74 at 12.50 Earl's Court westbound. It continued on that service until 19.30 Earl's Court eastbound and thence returned to Barking, arriving at 20.20. Earlier in the day, C Stock train 73 (5538+5552+5720) had been taken out of service with a motor defect on 5538 and this prompted its replacement by the S Stock. In addition to the other seven C Stock trains on the Wimbledon – Edgware Road service, two other C Stock trains were also in service, being 200 (Circle Line) and 236 (Hammersmith & City).

On Sunday 9 February, just one C Stock was in service on the C&H, being Circle Line train 215 formed 5565+5578+5598. This was later reformed into train 214 to stable Sunday night at Barking, to make the last H&C run as train 246 Monday morning (q.v.). In the event, it was Sunday 9 February that the last C Stock operated on the Circle Line (see above).

S Stock on the Edgware Road service proper began on Monday 10 February with train 71 formed of unit 21348+21347, with three further trains 70, 75 and 77 becoming S Stock on 24 February. The final four C Stock workings (trains 72, 73, 74 and 76) are expected to survive until around May or early June. Now that train 77 is scheduled to be S Stock, that means the end of passenger trains using the bay platform at Putney Bridge, unless one of the four remaining C Stock trains get short-tripped there during disruption.

The expected last C Stock on the Hammersmith & City Line on 10 February turned out not to be the last as on Sunday evening 16 February a C69/77 ran again on the H&C. It was changeover train 247 and was formed 5712+5560+5596, starting from Hammersmith depot at 19.25 and running until normal stabling time. Another C Stock on the H&C is reported to have run on train 230 at some point on Tuesday 25 February, formed 5720+5552+5726. Quite how many trips it worked is not known.

Over the weekend of 22/23 February stock was moved so that from Monday 24 February, District Line trains 70, 71, 75 and 77 were scheduled to be S7 stock Mondays to Saturdays and trains 71, 73, 74 and 77 on Sundays. To that end the 11-train C Stock fleet was reduced to eight, with four for service, one 'hot spare' in Parsons Green sidings, and three spares. One train came from Parsons Green on Friday 21 February (see Rolling Stock Changes and Movements, this issue), one from Hammersmith on Sunday 23 February and one train taken out of service at Edgware Road at 14.55 the same day, and sent straight to Neasden via Moorgate. This was a rare event – not many trains leave service 'on the line' and then go straight for scrap!