

## 70 YEARS OF 1938 TUBE STOCK

Thursday 30 June 1938 was the date that the first train of 1938 Tube Stock ran in service on the Northern Line – 70 years ago. To mark the event, the London Transport Museum’s 1938 Tube Stock four-car unit ran three round trips between Morden and High Barnet via Bank on Sunday 29 June 2008, being scheduled to depart Morden at 10.57, 14.35 and 17.59.

The very first train in service is recorded as comprising cars 10012, 10013, 11012, 11013, 12000, 012158 and 012159, although details of the actual formation has been lost in the mists of time. With any new stock, it often takes several months to deliver, commission and test before the first train enters public service, but with the 1938 Tube Stock, the 1935 prototypes negated the need for an extensive time scale. In fact these first seven cars were delivered to Ealing Common in May 1938, as follows:

11.05.38	10012	11012	
24.05.38	10013	11013	12000
30.05.38	012158		012159

By 30 June 1938, 23 DMs, 7 NDMs and 10 trailers had been delivered, sufficient to make up five seven-car trains but it wasn’t until 28 August 1938 that five trains had actually entered passenger service. And the rest, as they say, is history!

One carriage of the special train – 10012 – was part of the original seven-car train 70 years ago. (11012 was originally 11178 and had replaced the original 11012 that was damaged in a buffer stop collision in London Road depot). All four cars have different histories, having come from different units.

No.	Delivered	In Service	Transfers <span style="float: right;">→</span>			
10012	11.05.38	30.06.38 N	P 14.02.51 B 01.03.74	N 15.08.62 N 15.08.86	P 13.12.62	N 02.02.67
012256	27.06.39	21.07.39 N	NC 05.10 70	B 04.10.75	N 15.08.86	
12048	23.05.39	19.06.39 N	B 12.12.75	N 30.10.86		
†						
11012	28.07.39	21.08.39 N	B 13.03.74	N 15.08.86		
‡						

† 12048 was originally numbered 92048 as part of the erstwhile nine-car train scheme. It became 12048 on 22.04.53 when it was absorbed into the main fleet. It was stored from 08.11.81 at White City for training purposes until returned to service in 1986.

‡ 11012 was originally numbered 11178. It became 11012 on 02.09.83.

The 1938 Tube Stock had the honour of operating on most Underground lines except for the District, Victoria and the Jubilee Line Extension (although the 1938 Stock Weed Killing unit had operated on the JLE prior to its withdrawal). It should be noted that its use on the Metropolitan and Central lines was rather restricted!

Northern                      From 30.06.38 to 14.04.78 and from 15.09.86 to 19.05.88.

Bakerloo From 02.01.39 to 25.11.85.  
Metropolitan On the Stanmore shuttle from July 1939 until 19.11.39.  
Piccadilly From 1952 to 02.12.75  
Central On the Epping – Ongar shuttle from 1957 to 1960.  
Northern City From October 1966 until October 1975.  
East London From May 1974 to January 1977.



**Above:** The second southbound trip is seen passing through Woodside Park. DM 11012 (ex-11178) leads. The refurbishment of Woodside Park station has recently been completed to a high standard.

**Photo: Richard Randall**



**Above:** Almost 60 years separate the period when these stocks first entered passenger service, the leading car of the 1938 Tube Stock on the right on 30 June 1938 and the 1995 Tube Stock train on 12 June 1998. How strange that this photograph of two 'firsts' was possible – totally unplanned and a sheer stroke of luck! This was at High Barnet on the second round trip.

**Photo: Julian Pepinster**

**Below:** A southbound train approaches Woodside Park (*left*) in September 1961 when the goods yard was still just about flourishing. Taken from the same footbridge on 29 June 2008 (*right*), all traces of the goods yard have gone. The area is now a car park and partly secluded by trees. All Northern Line goods yards on the Barnet branch were closed on 1 October 1962 and the special black 'fishtail' on yellow disc 'distant' signals were later removed. Note in the left-hand photograph the signalbox in the distance and that the northbound starting signal was then located a distance from the platform ramp.

**Photos: Photomatic (left) and Kim Rennie (right)**



**Below:** Another location that has changed beyond all recognition is the north end of Totteridge and Whetstone station. A southbound train arrives, again in the early-1960s (*left*) with the goods yard on the right. On 29 June 2008 the 1938 Tube Stock special train is seen in roughly the same spot.

**Photos: Michael Room (left) and Brian Hardy (right)**



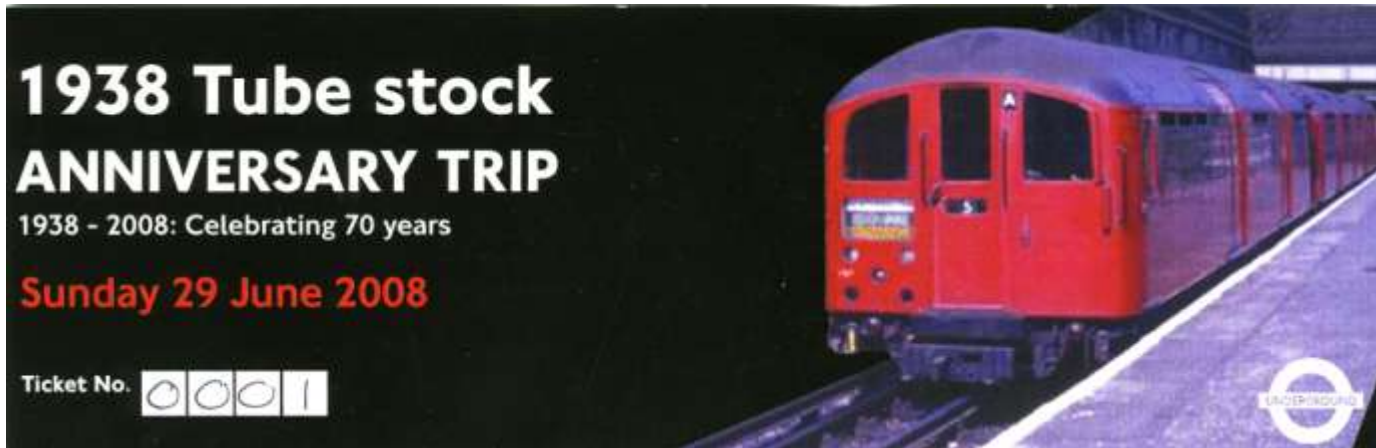
Your writer travelled on the first round trip from Morden. The normal service was not at its best because of earlier problems with points at Camden Town and there were a number of gaps in the service. The train left Morden depot and was sitting on the 'bank' waiting for platform access in good time. Once the service train had departed the special arrived in platform 1 and its passengers boarded. Departure from Morden at 10.57 was on time and, because of a rather thinned service, a spirited run north ensued. A stop approaching Kennington resulted in the train being diverted via the Charing Cross branch and departure was 4 minutes behind schedule. However, with nothing in front, Camden Town was reached 4 minutes early, which was the case most of the way to High Barnet, where arrival was in fact 5 minutes early. This gave a few extra minutes for photographs and the special train was moved south to the starting signal to provide extra photo opportunities – a nice touch indeed.

The southbound run via Bank was, for the most part, unhindered by trains in front, and despite short stops at Camden Town and Kennington, arrival at Morden was 8 minutes early at 13.26. The problems at Camden Town had been resolved so that the second northbound trip worked as scheduled via Bank.

Transfers of the train were as follows:

24.06.08 Ealing Common depot – Ealing Broadway – Acton Town – Northfields depot.

- 26.06.08 Northfields depot – King’s Cross (loop) – Archway – Morden via Charing Cross.
- 30.06.08 Morden depot – Euston (loop) via Bank – King’s Cross (loop) – King’s Cross – Wood Green – Acton Town – Ealing Broadway – Ealing Common depot.



*In direct contrast to the magnificent efforts of the Northern Line, Northfields depot staff and the London Transport Museum for making the 1938 Stock trips actually happen and be very successful, it was rather noticeable that 75 years of London Transport (on 1 July 2008) appeared to go as good as un-celebrated – unless we blinked and missed it!*