

ALL CHANGE ON THE NORTHERN LINE

by Eric Stuart

The Northern Line Extensions (that's the northern ones, not the new one to Battersea!) were well covered in the *Underground News* special edition some time back. However, I wanted to deal in a little more detail in the actual changeover from the old to the new régime.

As the transition took place during a war, information was not quite so easy to come by as that for the Central Line, some years later.

BEGININGS

The Edgware, Highgate and London Railway (EH&LR) opened in August 1867, joining the first two communities with the Great Northern main line at what is now known as Finsbury Park. Subsequently, lines from this were opened to High Barnet and Alexandra Palace. Both Edgware and High Barnet stations were laid out as through stations, with possible northward extensions in mind.

Train services to High Barnet, Edgware (old station) and Alexandra Palace were operated by the Great Northern Railway, which had taken over the EH&LR before opening. In my article on orbital railways around London (see *Underground News* No.652, April 2016, pages 213-222) I mentioned the services operated by the North London Railway to off-line termini. These included West and East Coast Main Line (ECML) suburban stations and High Barnet. Thus, rail services from the Northern Heights stations were offered to Kings Cross¹ and Moorgate (GN)² and Broad Street (NLR). These services passed to the LNER and LMS respectively. Quite a number of trains from the Northern Heights termini terminated at Finsbury Park, where passengers could change for an alternative terminus or (later) to Underground services of what became the Piccadilly and Northern (Great Northern & City (GN&C)) lines.



Left: A typical North London Railway train near Crouch End on its way to High Barnet in 1900. Note the very basic 4-wheeled rolling stock. Picture by Dr. Tice F. Budden.

Photo: John Alsop collection, with thanks to John Rodley

As the area became popular for residence, the train service became intense. However, some traffic was abstracted by electric tramways that were projected as far north as Edgware and Barnet, then by the Edgware extension of the Underground and by a tram

connection from Finchley and High Barnet to Archway station (which was then called Highgate).

¹ In a number of cases, trains terminating at King's Cross actually did so at York Road platform at the northern end of the main line station. The terminating trains then proceeded to the CWL to reverse, appearing again at platform 16 in the Suburban station, ready for the next northbound trip. This avoided the train crossing the paths of main line trains arriving and departing, which could cause congestion and delay to the latter.

² In earlier days, there were even trains to and from Victoria Main Line station via Ludgate Hill and the CWL.

INTER-WAR PERIOD

The GNR built some powerful 0-8-2T locos with condensing gear for working trains to the Northern heights, but they were found to be too cumbersome. N1 0-6-2Ts were then used, whilst latterly the LNER worked their Northern Heights' trains by N2 0-6-2T locos fitted with condensing apparatus for working through the CWL tunnels to and from Moorgate, whilst the LMS used 'Jinty' 0-6-0T locos – these two types lasted until the end of the various services. However, some other locos, including tender locomotives, were used at times, as evidenced in one photograph of Edgware (GN). The GN used trains of 6-wheeled coaches, which H.N. Gresley later fitted with bogies on the articulation principle, giving a better ride.

In the mid- to late-1920s, the LNER introduced their well-known 'Quad-Art' suburban set trains³. As their name implies, the Quad-Arts were sets of four coaches, articulated by shared bogies. Normally, trains consisted of two sets coupled together, providing three classes of accommodation. These trains were noted for giving the greatest number of seats practicable in the vehicles!



Above: This intriguing photograph on 5 June 1937 shows that tender locomotives worked to the Northern Heights. This train is the 16.16 from Finchley Church End. It arrived double headed by N2 4738 (in front) and K2 4648. The N2 ran round at Edgware and took the train back south, leaving the K2 behind. No more is known about the reason for this, but the K2 may have headed back with freight or just been 'running in' after repairs. The tender loco would have to return tender-first, as there was no longer a turntable at Edgware.

Photo: H.C. Casserley with permission from Richard Casserley

For a time in 1929/30, the Finchley Church End (later Central) – Edgware shuttle service was operated by a steam railcar, normally the one named "*Rising Sun*"⁴. The LMS replaced the earlier North London Railway four-wheelers with more modern bogie stock. Electrification of the lines had been considered once or twice previously and the Quad-Arts (as were the Quint-Arts) were built with conversion to electric multiple units in mind. The steam service for the Northern Heights in 1938 is summarised thus:

³ In each train, one set had a brake van at the north end and one a brake van at the south end. They were fitted with vacuum brakes. They were the equivalent of the Westinghouse-braked five-car sets used on the Great Eastern section, including the Loughton and Fairlop lines previously dealt with. After the Northern Heights were electrified, some Quad-Arts were redundant and were used for wartime trains around the LNER system and a few were used on Marylebone service in the late-1940s.

⁴ The LNER named its railcars after stagecoaches of the past.

On weekdays, the service to and from High Barnet was generally two trains per hour, but at irregular intervals. This applied also to the Alexandra Palace branch service, and thus four trains per hour worked on the trunk section between Highgate and Finsbury Park. The service to Edgware was almost totally a shuttle to and from Finchley Church End (later renamed Finchley Central), and also operated irregularly at intervals ranging from 30 to 50 minutes, but with a break from 13.34 to 15.01 from Edgware, and 12.55 to 14.38 from Finchley, on Mondays to Fridays. The only through train was in the 'Up' direction, being the 07.52 from Edgware to King's Cross on Mondays to Saturdays.

The peak service to and from High Barnet was about every 6-10 minutes, with seven departures between 08.00 and 09.00 on Mondays to Saturdays, and six arrivals between 18.00 and 19.00 on Mondays to Fridays. The return peak workings on Saturdays were during the midday period. There were six departures from Alexandra Palace between 08.00 and 09.00 on Mondays to Saturdays and six arrivals between 17.30 and 18.30 on Mondays to Fridays. This number of trains gives some idea of the intensity of the peak steam train service then provided – on the common section between Highgate and Finsbury Park, as many as twelve trains per hour were scheduled. At all times of the day, some trains started and terminated at Finsbury Park, while others went on to King's Cross (daily), Broad Street and Moorgate (Monday to Saturday peaks).

In the off-peak periods, all trains stopped at all stations, except for a minority of High Barnet trains which omitted West Finchley. During the peaks, however, there was a certain amount of non-stopping. While no standard non-stopping pattern was evident, the stations missed included Stroud Green, Crouch End and Highgate ('Down' trains) and, in the morning only, the same three stations, plus East Finchley.

Beyond Finsbury Park there was a choice of three London termini: King's Cross (daily), Broad Street and Moorgate. These last two were peak hours only, but arrivals at Moorgate were as late as 10.36, whilst the last evening LMSR departure from Broad Street was at 20.12, and the last LNER from Moorgate was at 19.32.

This gives an appreciation of the extensiveness of the peak service of those days – long before commuter traffic was challenged by the private car. Again, there were no standard operating patterns, and both the High Barnet and Alexandra Palace branches served all three London termini, although somewhat erratically.

On Sundays, a regular interval service was provided every 30 minutes between King's Cross and High Barnet, with a 30-minute shuttle service between Finchley and Edgware. There was no service to Alexandra Palace on Sundays, and there hadn't been since the 1920s. The service on the trunk section between Highgate and Finsbury Park was therefore also every 30 minutes.

THE LATE-1930s ONWARDS

The 1935 New Works Programme was to have a dramatic effect on the Northern Heights. As soon as work started, changes began. For example, the midday and Sunday services between Finchley and Edgware were withdrawn from 10 April 1938 to allow double-tracking and other work which would be necessary for the new Underground service⁵. The Edgware service was subsequently totally replaced 'temporarily' (but never restored beyond Mill Hill East) by a bus service from 10 September 1939 to accelerate the work⁶. When Underground service was extended to Mill Hill East (from 18 May 1941), this was replaced by an extension thence of a regular bus service. For some years, rail tickets remained available on this bus service until 7 September 1969.

On 3 July 1939, the 'tube' service was extended from Archway⁷ to East Finchley, but not stopping at Highgate (Low Level) as that part of the station was not ready. The steam service continued to operate but had to share the same platforms as Northern Line trains while East Finchley station was being reconstructed.

Come wartime⁸ and an Emergency timetable was operated from 1 November 1939. The High Barnet service was basically hourly through the day, with peak-hour and mid-Saturday extras – hourly on Sundays. The Alexandra Palace line was roughly hourly with no Sunday service. The service operated

⁵ The bus service was hourly, increased to half-hourly for morning and evening peaks, Monday to Friday and Saturday mid-day.

⁶ Temporary electrification to Edgware (GN) (estimated cost £1000!) was considered (see the *Underground News* supplement).

⁷ Remember, Archway was originally called Highgate and must not be confused with the current Highgate station.

⁸ War was declared on 3 September 1939.

from about 05.30 to about 23.00, the Barnet line starting about an hour later and finishing about an hour earlier on Sundays⁹. As the service to Moorgate via the City Widened Lines (CWL) was suspended temporarily from 10 September 1939 until 1 January 1940, initially there were no trains to either City terminus, but those to Moorgate and Broad Street possibly resumed before 14 April 1940 (see below). Service was entirely all stations. Trains terminated at Finsbury Park or Kings Cross erratically, but there was normally a connection to Kings Cross at Finsbury Park within two minutes for trains starting and terminating there. Since GN suburban trains carried a destination board on the front of the train and the Quad-Arts side destination blinds, passengers could be aware of where it would terminate.



Left: N2 4748 hauling a brace of Quad-Arts on an Up train from Alexandra Palace at Park Junction. This can be considered as the typical train working on the Northern Heights lines at the time of conversion to 'Underground' working. The photo is captioned as the 11.15 from Alexandra Palace on 24 August 1938. At far left is Wellington Carriage Sidings, which was home to much LNER coaching stock for the Northern Heights suburban services. Where the stabled carriages can be seen is what became the south end of

Highgate Depot for the Northern Line, which was never fully operated as intended because of the subsequent abandonment of the New Works.

Photo: H.C. Casserley with permission from Richard Casserley

⁹ Weekday departures from High Barnet were:

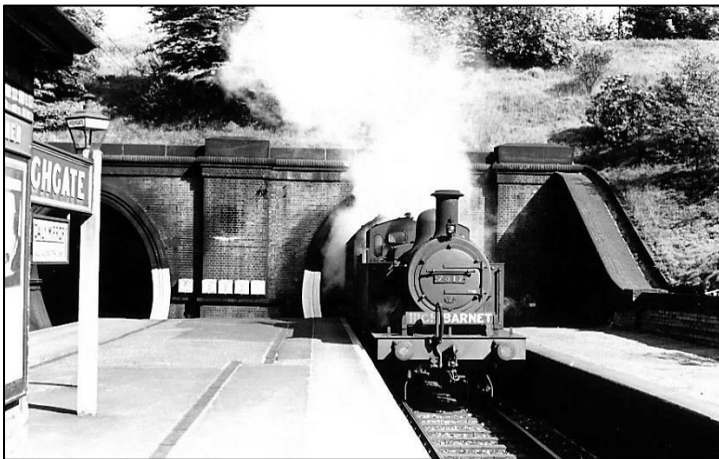
05.10, 06.13, 06.43, 07.13, 07.43, 07.58, 08.13, 08.33, 08.43, 08.58, 09.13, 09.43, 10.13, 10.58, 11.58, 12.58, 13.20, 13.33 SO, 13.58, 14.13 SO, 14.33 SO, 14.58, 15.13, 15.33 SO, 15.58, 16.18, 16.43, 17.11, 17.43, 18.13, 18.33 SX, 18.43, 18.58 SX, 19.13, 19.33 SX, 19.58, 20.58, 21.58, 22.58.

The Down service was much to the same pattern.



Above: Work progressing in 1939 at Park Junction in connection with the extension of the Northern Line. On the right is the new signal cabin at Park Junction, around which are the two tracks to and from Alexandra Palace, with some of the current rails laid. In the centre distance are what will become Highgate Wood Sidings for the Underground. To the left of the small brick building are the remains of Wellington Carriage Sidings for the LNER with the soon-to-be LT depot seen behind the steam train. The signalling is far from complete although some new signals and signal posts are in place.

Photo: LURS Collection



'Jinty' 7517 is seen bursting out of the south tunnel, arriving at Highgate High Level with the 16.40 Broad Street – High Barnet train on 5 June 1937. The Northern Heights in steam days saw trains serve King's Cross, Broad Street and Moorgate, as well as (especially during off-peak periods) locally to Finsbury Park.

Photo: H.C. Casserley with permission from Richard Casserley



A view on a murky day of Highgate High Level station, north end looking south, after reconstruction by London Transport for the Northern Line from Moorgate (which never came). On the left can be seen the stairs to the deep-level station. Note on the track at bottom right the tripcock testing apparatus for locomotive-hauled trains.

Photo: LURS Collection

Finsbury Park was one of those stations like Clapham Junction, London Bridge and Stratford (and Jamaica in New York!), where much interchange took place. In the case of Finsbury Park, some of the suburban lines had platforms on both sides. Passengers would interchange between southbound trains for the different termini, even by walking through a train on an adjoining platform to a third train¹⁰. Going north, similar interchange took place between trains for Hertford, the ECML suburbs and the Northern Heights. There were also connections to and from the GN&C and the Piccadilly Line below ground.



East Finchley looking south with work taking place on the extension of the Northern Line. New cable runs and a signal may be seen and track for the future southbound line is being laid. On the right is presumed to be the Up starting signal for main line trains.

Photo: LURS Collection



East Finchley looking north in the early states of the station's reconstruction and enlargement, showing the two main line tracks to the right and the future northbound Northern Line platform on the left. In the distance on the left can be seen the new LT signal cabin which appears to be structurally complete.

Photo: LURS Collection

The electrified Underground service was extended to High Barnet on 14 April 1940. From that date, the steam service reversed northbound to southbound at East Finchley, but this now only operated in peak hours. A service to all three London termini was offered, plus many short workings to and from Finsbury Park. From then there was cross platform interchange between the LNER and Underground trains at East Finchley.

There were, from this date, 14 'Up' trains from East Finchley between 05.29 and 09.59 on weekdays, with no 'Up' service at any other time. In the 'Down' direction, 16 arrivals at East Finchley were scheduled on Mondays to Fridays between 17.12 and 23.00, and nine on Saturdays between 12.20 and 15.00. These trains continued to work through to all three London termini, as well as short workings to Finsbury Park. These may be summarised thus:

**From East Finchley
Weekdays**

Time	Destination
05.29	King's Cross
06.29	Finsbury Park
06.59	Finsbury Park
07.35	Moorgate
07.43	Finsbury Park
07.59	Moorgate
08.16	King's Cross
08.25	Moorgate
08.30	Broad Street
08.47	Moorgate
08.59	Broad Street
09.14	Finsbury Park

Arrivals at East Finchley

Monday to Friday

Time	From
17.12	Finsbury Park
17.27	Finsbury Park
17.40	Broad Street
17.57	King's Cross
18.12	Broad Street
18.27	Finsbury Park
18.42	Finsbury Park
18.57	Finsbury Park
19.12	Finsbury Park
19.27	Finsbury Park
19.57	Finsbury Park
20.27	King's Cross

Saturday

Time	From
12.20	King's Cross
12.41	Moorgate
12.57	Broad Street
13.20	Moorgate
13.41	Broad Street
13.57	Finsbury Park
14.22	King's Cross
14.41	Moorgate
15.00	Finsbury Park

¹⁰ Some passengers, heading for King's Cross, would prefer to change from a Moorgate train into a King's Cross one, because the latter terminated in the Main Line station, whereas the former called at York Road platform and the Metropolitan station.

09.29	Finsbury Park	21.00	Finsbury Park
09.59	Finsbury Park	21.27	Finsbury Park
		22.27	Finsbury Park
		23.00	Finsbury Park

The LMS withdrew their share of the service from 3 October 1940 following bomb damage on the North London Line section, so Broad Street was no longer an option. This service resumed from 11 November 1940 but ceased again after 1 March 1941. The Moorgate steam service via the CWL was discontinued as from 6 January 1941, following air raid damage and not restored until after the war, so no longer comes into our story.



Above: (Left) East Finchley during reconstruction looking south and before the Northern Line was extended here.

Above: (Right) East Finchley looking south after the opening of the Northern Line. The former main line tracks in the centre have been removed for adapting for 'tube' trains and at this point all trains share the new north- and southbound tracks. A Down LNER train is seen on the right while a southbound Northern Line train of 1938 Tube Stock may be seen in the distance. Both photos were taken from the steps of the new LT signal cabin.

Both photos: LURS Collection

However, after 2 March 1941, steam trains ceased to operate between Highgate and East Finchley except on Sundays – all weekday trains on the line from Finsbury Park were now to and from Alexandra Palace. But after 2 March that year, Sunday services were provided only as far north as Highgate¹¹. Passengers interchanging between Underground and steam services now had to do so at Highgate between the high- and low-level platforms there, the low-level part of the station having opened on 19 January 1941.



Left: It is believed that this photo was taken just before the opening of the Northern Line to High Barnet, probably on a training event, judging from the presence of uniformed staff, the 1938 Tube Stock train appearing to be empty and much of the infrastructure looking so new. To the right in the distance can be seen the new London Transport signal cabin which, apart from Park Junction (which remained in isolation) was the last Northern Line signal cabin to close in September 1971. The 'long' platforms were kept for the erstwhile 9-car scheme.

Photo: LURS Collection

From 7 September 1942, the Alexandra Palace service became peak hours only, but just as a peak hour shuttle to and from Finchley Park every 20 minutes. From then on, apart for the vestigial service to and from Alexandra Palace, the service to the Northern Heights was more or less as it is today, save that Mill Hill East – Finchley Central shuttles and through trains have come in and out of favour over the years.

¹¹ As there appears to have been no facility to reverse at Highgate High Level, I assume the trains ran on to Park Junction to reverse.

The service to and from Alexandra Palace was reduced and suffered a temporary closure from 29 October 1951 to 7 January 1952. In 1953, there were two Up trains starting at Highgate, then four Up morning trains from Alexandra Palace. On Saturdays, there were nine midday and afternoon Down trains, with six Down trains on Monday to Friday evenings, the last reaching Alexandra Palace at 19.19. All involved a change at Finsbury Park, if travelling to or from further south. Down trains were balanced by a similar return service, the train usually heading back 5-6 minutes after arrival. This hardly encouraged patronage. Photographs of later years show the trains as sometimes operated by a push-pull set and the short turn-round timings support this. However, other photographs, including those taken toward the end, show the train with N2 locos (none of which were push-pull fitted) and non-push-pull stock, so the equipment changed over time. The line finally succumbed, closing with effect from 5 July 1954, thus ending regular Northern Heights steam passenger service.



Above: (Left) N1 4587 backing Quad-Arts out of Alexandra Palace on 5 June 1937 in times when longer train lengths were necessary.

Above: (Right) N2 65919 arrives at Alexandra Palace on 22 June 1954 working the 18.40 ex-Finsbury Park. By this time, the service and passenger traffic was so sparse that the line operated at rush hours only and then only as far as Finsbury Park.

Both photos: H.C. Casserley with permission from Richard Casserley

From then on, steam passenger services were confined to occasional excursions to the coast and enthusiasts' specials, although latterly the excursions may have been diesel-hauled. To the best of my knowledge, the only visit to the area by a diesel multiple unit was a rail tour that ran from Fenchurch Street to Edgware via the North London Line on 1 October 1960. A mildly amusing incident occurred at Finchley Central on the northbound trip. The DMU had to wait there for a Northern Line train to vacate the single line. A waiting passenger asked one of the rail tour participants (many of whom were stretching their legs on the platform) where the train was going. Hearing it was Edgware, the waiting passenger said, "You can't do that: the line's only electrified to Mill Hill East!"



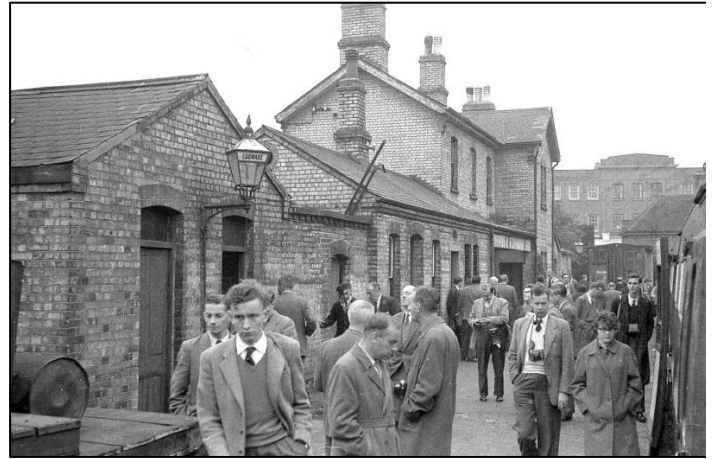
Left: LCGB trip at Edgware (ex-LNER) on 5 May 1956, hauled by N2 69506.

Photo: H.C. Casserley with permission from Richard Casserley

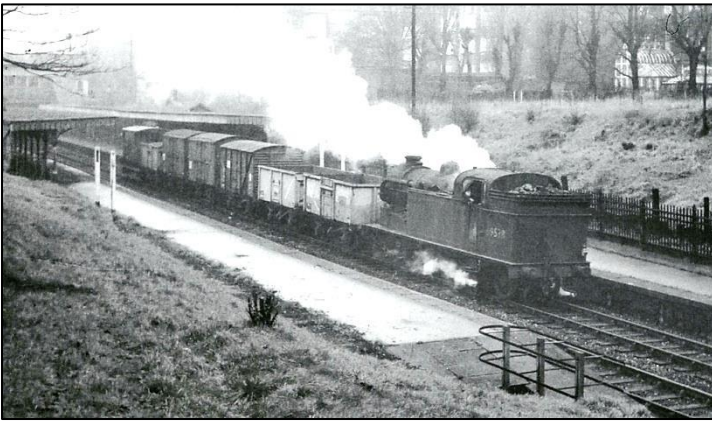
Below: (Left) The DMU railtour at Edgware on 1 October 1960, formed of Metro-Cammell-built units.

Below: Although closed in 1939 to passengers, Edgware LNER station was still quite complete, even after some 20 years of closure.

Both photos: David Pearson



A diminishing number of steam- and later diesel-hauled freight trains ran until 1964, as stated in the recent article "Freight on the Underground" and in the Northern Heights Supplement.



Above: (Left) An Up freight trundles through Crouch End.

Above: Class 15 D82xx diesels also worked freight trains in later years, this Down freight being seen approaching Crouch End. Note Crouch End substation building at top right.

Left: Freight survived until October 1962 but Edgware continued to be served until May 1964. This is on the single line section with the New Works negative current rail still in situ.

Photos: LURS Collection



Above: Contrasts at Mill Hill The Hale, before work had started (Left) on electrification and track doubling with N2 4738 with articulated coaches working from Edgware to Finchley. After the service had been suspended (Right), the second platform is under construction and the alignment made for the future northbound track. The wooden platform on the right appears to be unaltered at this stage.

Photos: H.C. Casserley with permission from Richard Casserley (Left) and LURS Collection (Right)



Above: (Left) Alexandra Palace on 5 June 1937 with N1 4587 about to run bunker first on the 19.00 to King's Cross.

Above: N2 69519 working the 18.07 Alexandra Palace to Finsbury Park at Cranley Gardens on 24 June 1954, a week and a half before the line's closure to passengers.

Left: N2 2663 at Stroud Green working the 12.20 Finsbury Park to Alexandra Palace on 11 August 1945, with current rails in place.

Photos: H.C. Casserley with permission from Richard Casserley

(With thanks to Brian Hardy for additional material and for the timetable information previously published in the *Underground News* Northern Heights Supplement).

P.S. We seem to have quite a number of modellers amongst us.

4mm modellers who may wish to feature these lines could do so fairly easily. The N2 tank is available off-the shelf. I believe Quad-Arts are still available as plastic kits. If not, or to make it easier, one could cheat slightly by using Hornby's Gresley and Thompson suburban coaches.

Although not used on the Edgware and Barnet lines as far as I can trace, similar vehicles and even some BR Mk1 suburban vehicles were used latterly on the Alexandra Palace line. For freight service toward the end, the Class 15 diesel was available. Excursions would most likely use Gresley or Thompson corridor coaches. Furthermore, Hornby and Bachman make 'Jinties' and LMS suburban coaches suitable for Broad Street trains.



An aerial view of Edgware in the 1950s, looking south. At bottom left can be seen the filled in cutting on the alignment to Brockley Hill and Elstree. Just above on the opposite side of the road is the main station entrance and (moving to the left), the open-air platform 1, the train shed for platforms 2 and 3, the covered depot roads and open-air stabling sidings. In the open-air sidings are stabled units and complete trains of 1938 Tube Stock. To the right of open-air platform 1 is the space for the extra (and partly complete) platforms for the Bushey Heath extension and to the right of that the 1940 signal cabin which remained unused until 1965. Above and to the right of the signal cabin is Edgware substation and to the left of that No.16 siding with two three-car units of 1938 Tube Stock stabled. To the right of the substation can be seen Edgware bus garage. Left of centre towards the top can be seen the two shunting necks for Edgware Depot, that on the left being the shorter (for seven-car trains) and that to its right provided for nine-car trains. Skirting away to the right is the intended avoiding line which was only ever used for stabling in the Second World War – it was intended to join the original line at the top right of the picture. The trackless bridge for Edgware – Mill Hill trains can be seen in the triangle. The line from Mill Hill comes in at top left and continues to the right into Edgware LNER station and goods yard.

Photo: LURS Collection



Above: What could have been, but for the Second World War – a train of 1938 Tube Stock superimposed in the northbound terminal platform at Alexandra Palace. Underground trains from here would have operated to Moorgate via Highgate (high level) and Finsbury Park.

Below: The reality – N2 2663 seen at Alexandra Palace on 11 August 1945.

Photos: LURS Collection with additional image by David Burleigh (Above) and H.C. Casserley with permission from Richard Casserley (Left)

PROPOSED TRAIN INDICATORS

Some drawings have come to light about the train indicator displays proposed for the Northern Heights under the 1935-40 New Works Programme. This is not a complete list but it is worth publishing what we have available.

WATERLOO / BOROUGH TO MORNINGTON CRESCENT NORTHBOUND

FIRST TRAIN	SECOND TRAIN	THIRD TRAIN
GOLDERS GREEN	GOLDERS GREEN	GOLDERS GREEN
COLINDALE	COLINDALE	COLINDALE
EDGWARE	EDGWARE	EDGWARE
ELSTREE SOUTH	ELSTREE SOUTH	ELSTREE SOUTH
ARCHWAY	ARCHWAY	ARCHWAY
FINCHLEY CENT ^L	FINCHLEY CENT ^L	FINCHLEY CENT ^L
HIGH BARNET	HIGH BARNET	HIGH BARNET

BUSHEY HEATH	BUSHEY HEATH	BUSHEY HEATH
VIA GOLDERS GN.	VIA GOLDERS GN.	VIA GOLDERS GN.
VIA HIGHGATE	VIA HIGHGATE	VIA HIGHGATE

SOUTH WIMBLEDON TO OVAL NORTHBOUND

FIRST TRAIN	SECOND TRAIN
CITY & EUSTON	CITY & EUSTON
CITY & GOLDERS GREEN LINE	CITY & GOLDERS GREEN LINE
CITY & FINCHLEY LINE	CITY & FINCHLEY LINE
WEST END & GOLDERS GREEN LINE	WEST END & GOLDERS GREEN LINE
WEST END & FINCHLEY LINE	WEST END & FINCHLEY LINE

MOORGATE (NORTHERN CITY) TO HIGHGATE (HL) NORTHBOUND

NEXT TRAIN
FINSBURY PARK
ALEXANDRA PALACE
EAST FINCHLEY
FINCHLEY CENTRAL
HIGH BARNET
EDGWARE
ELSTREE SOUTH
BUSHEY HEATH
HIGHGATE

← “Finsbury Park” not displayed after Drayton Park and “Stops Here” is shown at Finsbury Park.

The inclusion of “Highgate” (high level) is interesting as it implies that some trains would terminate there and work direct to Highgate Depot via its south end.

CAMDEN TOWN AND ARCHWAY NORTHBOUND

NEXT TRAIN
ARCHWAY
FINCHLEY CENTRAL
HIGH BARNET
EDGWARE
ELSTREE SOUTH
BUSHEY HEATH

← “Stops Here” at Archway

HIGHGATE (LL) NORTHBOUND

NEXT TRAIN
FINCHLEY CENTRAL
HIGH BARNET
EDGWARE
ELSTREE SOUTH
BUSHEY HEATH

HIGHGATE (LL) SOUTHBOUND

NEXT TRAIN
CITY
WEST END

EAST FINCHLEY NORTHBOUND

NEXT TRAIN		
q	HIGH BARNET	p
q	EDGWARE	p
q	BUSHEY HEATH	p

EAST FINCHLEY SOUTHBOUND LNER SIDE

NEXT TRAIN
CITY VIA FINSBURY PK

q	ELSTREE SOUTH	p
q	FINCHLEY CENTRAL	p
	STOPS HERE	p

EAST FINCHLEY SOUTHBOUND LONDON TRANSPORT SIDE

NEXT TRAIN	
CITY VIA KINGS +	WEST END

FINCHLEY CENTRAL NORTHBOUND

NEXT TRAIN		
q	HIGH BARNET	p
q	EDGWARE	p
q	BUSHEY HEATH	p
q	ELSTREE SOUTH	p
q	STOPS HERE	p

HIGH BARNET & MILL HILL TO FINCHLEY CENTRAL SOUTHBOUND

NEXT TRAIN	
CITY	WEST END
VIA KINGS CROSS	
VIA FINSBURY PARK	

BUSHEY HEATH TO EDGWARE SOUTHBOUND

NEXT TRAIN	
CITY	WEST END
VIA GOLDERS GREEN	VIA GOLDERS GREEN
VIA ARCHWAY	VIA ARCHWAY
VIA FINSBURY PARK	

BUSHEY HEATH TICKET HALL

TRAIN FOR	PLATFORM	NEXT TRAIN
WEST END VIA GOLDERS GREEN	1. 3. 4.	q----
WEST END VIA ARCHWAY	1. 3. 4.	q----
CITY VIA GOLDERS GREEN	1. 3. 4.	q----
CITY VIA ARCHWAY	1. 3. 4.	q----
CITY VIA FINSBURY PARK	1. 3. 4.	q----

EDGWARE TICKET HALL

TRAIN FOR	PLATFORM	NEXT TRAIN
WEST END VIA GOLDERS GREEN	1. 4. 5. 6.	q----
WEST END VIA ARCHWAY	4. 5. 6.	q----
CITY VIA GOLDERS GREEN	1. 4. 5. 6.	q----
CITY VIA ARCHWAY	4. 5. 6.	q----
CITY VIA FINSBURY PARK	4. 5. 6.	q----

HIGH BARNET TICKET HALL

TRAIN FOR	PLATFORM	NEXT TRAIN
WEST END	1. 2. 3.	q----
CITY VIA FINSBURY PARK	1. 2. 3.	q----
CITY VIA KINGS CROSS	1. 2. 3.	q----

Right: The indicators that were on the northbound Northern Line from South Wimbledon to Oval – see diagram previous page. The third line was for ‘Euston’ and the bottom line for ‘via Charing +’.

Photo: Brian Hardy

