

MORE BACK IN TIME

Photos by Richard Aaron
Courtesy Alan Pearce

We are pleased to share more London Underground photographs from the past, all of which were taken by Richard Aaron from the United States of America during several visits to London and the Underground spanning a number of years.

BAKERLOO LINE



Left: Shared with the LMR's DC line north of Queen's Park, a seven-car train of 1938 Tube Stock is seen in the 'long' platform 5 at Watford Junction on 27 August 1962, which could accommodate two full-length trains. The platform was shortened to 450 ft in November 1963 and abandoned altogether from 8 January 1967.

Below: The other northern terminus of the Bakerloo Line until 30 April 1979 was at Stanmore, seen on 27 August 1962. On the right are seven empty sidings.



CENTRAL LINE



Left: The Pre-1938 Tube Stock last operated on the main Central Line on 20 December 1962, by which time there was sufficient new stock available. The east end shuttle services succumbed soon after and here we see a three-car set operating the Epping – Ongar service at Ongar (Left) and at Epping (Below), both on 19 August 1962. The leading car is a 1928 UCC driving motor car – the UCC-built cars distinguishable by having a slight ‘bulge’ below waist level. The goods yards at the east end of the Central Line were still operational at that time, the last of those remaining being closed in April 1966.



Left: The Central Line’s replacement stock was at first 1959 Tube Stock loaned from the Piccadilly Line until the Central Line’s own 1962 Tube Stock became available. Some 57 trains of 1959 Tube Stock thus worked on the Central Line first, each of them needing an extra non-driving motor car as the Central Line uses eight cars. When the Central Line 1962 Tube Stock arrived, the order was thus 57 NDMs less, these cars being inserted into the newer trains. Seen at Ealing Broadway on 8 July 1962, 1959 Tube Stock DM 1091 leads, this being the first train to have one of the extra NDMs to make them four cars for the Central Line.



Above: A 1959 Tube Stock train stands in platform 1 at Hainault on 18 August 1962, which retained much of its Great Eastern Railway character when the Central Line was extended there. In the distance under the shelter of the LPTB-built canopy is a Pre-1938 Tube Stock set on the Woodford shuttle.

Below: Looking east from the westbound platform at Debden on 19 August 1962, a 1962 Tube Stock train departs for the sidings. The destination blind and headlights have already been changed for the return journey.





Above: Looking down at North Acton from the Victoria Road on 8 July 1972 with an eastbound train in the platform. To the right of the train behind the platform is the freight only route to the West London Line, which closed in March 1964.

Below: The 1960 Prototype Tube Stock arrived too late to be properly trialled as replacement stock for the Central Line and thus 1962 Tube Stock was provided instead. Five of the six prototype units were converted for Automatic Train Operation trials between Hainault and Woodford, one being seen at the latter on 18 June 1988. By this time, one 1938 Stock trailer had replaced a pair of Pre-1938 Stock trailers in each remaining unit.





Above: Reversing in the middle road at Loughton, on 18 June 1988. The classic concrete lamp and signage stands (Left) had by then been replaced, the signs being sheet enamel and quite out of character with the classic originals. The same train is seen departing on the same date (Right). Loughton signal cabin can be seen at far right and the Ongar shuttle seen on the left stabled on No.23 siding.



NORTHERN LINE

Left: The Northern Line inherited the 1956/59 Tube Stock from the Piccadilly Line between 1975 and 1979 and also had its own 1972 Mk1 Tube Stock from new. It did, in the end, have a handful of trains of 1962 Tube Stock, one such being seen at High Barnet on 26 August 1994, recognisable by the stabling light to the left of the headlights.

PICCADILLY LINE

Below: An eastbound 1938 Tube Stock train skirts the edge of Northfields Depot, between Boston Manor and Northfields on 2 August 1962.





Above: Looking towards Boston Manor, a 1931/34 MCCW DM leads an eastbound Piccadilly Line train past the west end of Northfields Depot on 2 August 1962.

Below: Looking away from Cockfosters on 10 August 1978 from the middle platform, to the left of the approaching train of 1973 Tube Stock are the remains of three sidings, two of which were abolished on 6 August 1981.



METROPOLITAN LINE



Top Left: The closing days of T Stock with a northbound train approaching Wembley Park.

Top Right: The replacements for all the older Metropolitan Line trains, the A60/62 Stock, one being seen new in the siding at Watford on 27 August 1962.

Above: Underneath the signal cabin at Baker Street (the edge of which is on the right) is the former loco spur, abolished on 24 May 1964.

Left: After OPO conversion but before refurbishment, a northbound train passes Kilburn on 23 June 1988.

DISTRICT LINE



Previous Page: (Top) A six-car train of mixed Q Stock awaits departure from Ealing Broadway on 8 July 1962. Leading is a former K Class motor car, now Q27 Stock, with two Q38 cars behind. As well as there being station names with red half discs under the train shed, the open air sections of the station

had 'tombstone' bullseye signs as seen to the right. The footbridge to the main line platforms was closed on 29 January 1967.

Previous Page: (Lower) Also at Ealing Broadway on the same date and viewed from the Central Line island platform, a six-car train stands in what is now platform 7. Above the leading car is the roof of the disused MDR signal box which was replaced (on 30 November 1952) by the newer building on the embankment to its right.

Below: Taken from main line platforms 2/3 at Ealing Broadway on 24 July 1972, a five-car train of CO/CP Stock is seen departing for Ealing Common Depot. This five-car formation was a stock transfer from the East London Line to Ealing Common for maintenance purposes.



Left: A seven-car train of R Stock stands in platform 7 at Ealing Broadway on 24 July 1972, after the 1971 reformation scheme which caused the R Stock to be formed into 3+2+2 or 5+2 units. This is an example of the former and it will be seen that the third and fourth cars back are in 'white' rather than 'silver'. The silver livery replaced the original red, but as it didn't wear well, they were later repainted white, the first unit being done in February 1971. The former MDR signal box has gone but tombstone station name signs remain.



Above: When new, the majority of the R Stock was painted red, with a handful of exceptions in unpainted aluminium or painted silver. Here at Stamford Brook eastbound on 29 August 1962, a six-car train is seen arriving.

Below: The R59 programme included unpainted aluminium NDMs and painted R38/3 DMs, one such seen departing Ravenscourt Park heading east on the same date. A nice touch on the 'silver' cars was the red waistband which tapered down to a 'V' on cab ends – which were dispensed with in the 1960s.





Above: An eight-car mixed Q Stock train departs West Kensington and heads for Earl's Court on 29 August 1962. Nearest is a Q23 former G Class motor car – a flared-sided Q38 can be seen towards the front. Access to Lillie Bridge Depot is under the Cromwell Road viaduct on the left.



Above: A westbound train stands in platform 3 at Earl's Court on 10 August 1978 destined for Ealing Broadway with a CP Stock motor car leading. By this time, headlight codes on the District had been abolished and trains were required to show just the bottom two lights for any destination.

NEASDEN DEPOT

Below: The north end of Neasden Depot on 2 August 1962 with a train of F Stock on the left and a train of Metadyne P Stock on the right.



Opposite: (Lower Left) Three cars of T Stock stabled next to an F Stock train on 2 August 1962. The nearest vehicle is a former first class seven-compartment coach – first class on the Metropolitan Line was finally abolished on 6 October 1941.

Opposite: (Lower Right) E Class 0-4-4T loco L46 of 1896 vintage and built at Neasden Works is seen outside the steam shed with Neasden Power House dwarfing the scene.

Right: The north end of the two-road steam shed at Neasden with the bunkers of two 0-6-0 pannier tanks visible inside.



Below: The north end of Nesden Depot on 2 August 1962 with a P Stock train on the left and Bakerloo 1938 Tube Stock in the centre of the photo. In the foreground are the remains of a T Stock motor car that had been withdrawn and cut up on site. Back in those days, most withdrawn rolling stock was sent for scrap by rail and only those deemed not fit to travel by rail were cut up on site at the respective depots.



EALING COMMON DEPOT



Previous Page: (Lower Left) The east (Acton) end of Ealing Common Depot with trains of R and Q Stock in evidence.

Previous Page: (Lower Right) In the 'Alps' sidings in Ealing Common Depot is sleet loco ESL113, converted from 1903 Central London motor cars, and on the right the cab end of CP Stock DM car 53263.

Below: On the Alps sidings with a variety of stock in view. From left to right CP Stock, the Instruction Train of 1920 Cammell Laird Tube Stock, various wagons and a brake van, with a Metropolitan electric loco behind them.

Bottom: Taking centre stage are two cars of the Stores Train in grey livery, converted from District C and D Stock, these were scrapped 1963-67. To their right are two Rail Grinding cars converted from 1923 MCCW control trailers. All Ealing Common photos taken on 29 August 1962.





Left: Also to be found in Ealing Common Alps sidings from time to time was the surface stock gauging car, G662, which was originally a Metropolitan Railway control trailer.

NORTHFIELDS DEPOT

The east end of Northfields Depot with a train of 1938 Tube Stock arriving in the depot and a Pre-1938 Tube Stock descending the flyunder heading for Hounslow (Below). Also at the east end of Northfields Depot is stabled one of the Gloucester-built 1956 Prototype Tube Stock units (Bottom), still with its five digit numbers and mechanical couplers.





Above: It was a tradition that the Aldwych shuttle train stabled on No.1 road at the east end of Northfields depot, as seen here, comprising a pair of 1934 MCCW motor cars. A three-car unit of 1959/62 Tube Stock took over the shuttle service in July 1964.

Below: A seven-car train of 1938 Tube Stock is seen on the South Ealing test tracks fitted with an aerial. Perhaps it was a link between the train and the test team at South Ealing, which was done for the early ATO testing. It is one of the 15 trains then allocated to the Piccadilly Line.





Above: Cars of Pre-1938 Tube Stock undergoing maintenance in Northfields Depot.



Above: The new order on the left and the old order on the right in the shed at Northfields.

ACTON WORKS



Previous Page: (Centre, Left) Acton Works also had high-level 'Alps' sidings, where a Metropolitan electric locomotive and brake van (B552 of 1890 Metropolitan Railway vintage) are seen beside an R38 driving motor car.

Previous Page: (Centre, Right) Hunslet 0-6-0T L31 shunts in the sidings at Acton Works on 17 July 1962, while to its right can be seen a P Stock motor car.

Previous Page: (Lower) A Q27 former K Class motor car stands in isolation whilst shunting. This illustrates the virtues of 'car stock, having all the necessary equipment to be shunted singly.



Above: (Left) An overhead traverser spans the sidings and District Line wheel carrying electric loco. This was based at Ealing Common and ferried wheels between the Works and Ealing Common and Northfields.

Above: A long line of spare wheels in the foreground, behind which are a number of wagons, most belonging to British Railways, with a Metropolitan electric loco in the distance.

Left: The opposite end of the line of BR wagons and Metropolitan electric loco No.5 'John Hampden'.



Left: A 1938 Tube Stock trailer is seen on the traverser in Acton Works. Note the various repair 'patches' around the body around the upper door areas, which is where the push-to-open buttons were being blanked off. This car is one of 69 from the Northern Line formed into three-car units and had the extra compressor (denoted by a 'C' under the car number) so that three-car units could operate off-peaks.



Left: The unique double-ended Acton Works shunting loco L10 in Acton Works, with a freshly overhauled 1931 Tube Stock trailer in the distance. This shows the adjustable coupler, which could fit on either tube or surface stock. L10 was converted in 1930 from two Bakerloo Gate Stock motor cars placed back to back, although they originally retained their clerestory roof.

Below: Built new at Acton Works in 1962 was battery locomotive L76, seen in pristine condition. This was later renumbered L33 to fit in with the main numbering system for battery locomotives.



Left: Two R49 Stock NDM cars are seen on accommodation bogies in Acton Works with a 1938 Tube Stock car to the left.

Overleaf: (Top) Acton Works always turned out overhauled stock in pristine condition, as seen with Piccadilly Line 1931 Stock MCCW motor car 3183 sitting on the traverser on accommodation bogies – shiny red paint, freshly applied gilt transfers and smart red oxide roof – the roof soon turned dirty grey after a few months of tunnel working.



Opposite: (Lower): Awaiting its first overhaul is unit 1023-2022-1022 of 1959 Tube Stock in Acton Works on 20 July 1962. Its four-car partner unit (1020-2020-9021-1021) was also in at the same time, and being collision damaged, the whole seven cars were converted as a trial with electric door operation – it was known as the EDO train and 'EDO' was stencilled on the guard's panels as a reminder. At the

time it wasn't pursued further but lasted in use on the Piccadilly Line until overhauled just before transfer to the Northern Line.

Below: (Left) Both on accommodation bogies are 1959 Tube Stock on the right and a Pre-1938-Tube Stock car on the left on 13 July 1962.

Below: (Right) An O or P Stock motor car (left) and a 1938 Tube Stock car (right) both sit on accommodation bogies in the works yard. The previously featured 1959 Stock is in the background.



SHARED TERRITORY



Above: Looking westwards at Acton Town and a Piccadilly Line train of 1959 Tube Stock departs for the Rayners Lane branch, as a six-car eastbound train of Q Stock approaches. At this time it was still possible to access Ealing Common depot and the westbound local line from westbound platform 3.



Left: Looking south from the North Circular Road bridge at Neasden on 2 August 1962, we see a northbound Metropolitan Line train of fairly new A Stock pass two 1938 Tube Stock trains on the Bakerloo Line, while a southbound train of T Stock passes at far left. The last day of T Stock operation was on Friday 5 October 1962. On the Metropolitan Line northbound platform, note the huts – this was the train crew accommodation at the time and was later replaced by what is now known as Klondyke House. To the right are the main line tracks to and from Marylebone.

MORE RECENTLY ...



Above: First introduced in passenger service in September 1970, two C69 Stock trains sit together in Edgware Road Sidings. Some of the offices of Griffith House can be seen above the trains, part of which is now train crew accommodation. The C Stock is now history and just one siding remains.

Below: Two D Stock trains side by side in platforms 3 and 4 at Upminster, the only notable alteration to the front end from new being the addition of a train radio aerial.



Above: The C77 order was for the District Line for the Wimbledon – Edgware Road service. In reality, the C69 and C77 types were completely interchangeable and soon became mixed. Seen arriving at Earl's Court is a C77 train, new into passenger service.

Below: An eastbound train of D Stock departs from Bow Road. Originally having non-opening windows from new, all trains soon had to be modified with some opening passenger windows.





Left: The 1973 Tube Stock first entered service in August 1975, apart from a special trip between Northfields and Hatton Cross on the opening to the latter in July and this view of an eastbound train at Acton Town is one in original condition.

Below: The 1983 Tube Stock on the Jubilee Line was probably the shortest lived of any production trains, the Batch II having an even shorter life than the Batch I trains. Having been withdrawn in 1998, several remained stored for many years, the last being scrapped in July 2015. This view is of a southbound train at Finchley Road.

