

## THE LT MUSEUM'S 1938 TUBE STOCK RIDES AGAIN

Test runs with the LT Museum's 1938 Tube Stock four-car unit began on Wednesday 26 April 2023 with trips scheduled to and from Uxbridge. In fact, one of the test runs included the Heathrow T4 loop for the train to be turned so that the 'A' end now faces east and 'D' end faces west.

The test runs were prior to a three-day weekend of special round-trip runs between Acton Town and Uxbridge on 29/30 April and 1 May. On each of the three days, four round trips were scheduled, all of which were reportedly to have been fully booked.



**Above:** (Left) The unscheduled test trip to Heathrow was to turn the unit so that the 'A' end faced east instead of west and is seen pausing at Terminal 4. The photo shows the raised platform 'hump' which provides level access for mobility impaired passengers.

**Photo:** Trevor Wright



**Above:** (Right) Seen approaching Boston Manor on the eastbound, the train is passing the old Metropolitan District Railway signal box, which opened on 1 May 1883 and closed at an unknown date in 1903. For many years, the signal box has been used as a Permanent Way cabin. It is believed to be the only remaining MDR signal box in the open sections, although the remains of that at St. Mary's disused station survive (opened 3 March 1884 and closed 24 February 1907).

**Photo:** Keith Ward



**Above:** Two more photos of the test trips, at Acton Town (Left) on 26 April passing an arriving 1973 Tube Stock train, and on 28 April 2023 departing South Harrow (Right) on the downhill run towards Rayners Lane and onwards to Uxbridge.

**Photos:** Keith Ward (Left) and James Cole (Right)



The three-day event was linked to the Coronation of King Charles III which took place a week later on 6 May 2023. The link, however, was surely rather tenuous, in that the only realistic 'connection' was that the train was running at the time of the previous coronation in 1953 – in fact, the stock type had been running in service for the 15 years previous to that!



*Above: We now feature a selection of photos of the special runs over the three-day period. West of Ickenham and looking east, an improved vantage point is now possible from bridge U20 as the train approaches bound for Uxbridge with DM 11012 (ex-11178) leading on 30 April 2023.*

**Photo: Justin Bailey**



**Opposite:** Four different views of the trips on 30 April 2023 at Ealing Broadway (Centre, Left), having started from Ealing Common Depot at the start of the day, prior to picking up tour passengers on the westbound at Acton Town. Returning from Uxbridge (Centre, Right), the train passes Eastcote on the eastbound with 10012 in the lead, which car will celebrate 85 years in passenger service on 30 June 2023, some of it on the Piccadilly Line. 10012 leading again, passing through Sudbury Town on the eastbound (Bottom, Left) and finally, 10012 at the rear of the train (Bottom, Right) about to pass across Rayners Lane Junction and through Rayners Lane station on its way to Uxbridge.

**Photos:** Paul Bradley (Bottom Right) and James Cole (all other photographs)

**Below:** (Left) On Sunday 30 April 2023, 11012 leads heading west for Uxbridge, passing the 12 new sidings at South Harrow. The sidings, although commissioned the previous weekend, were still undergoing testing and would be available for the new timetable from 22 May 2023. All sidings are suitable for the present 1973 Tube Stock and the future 2024 Tube Stock. As far as it is known, the last of the long defunct de-icing baths was located where the short section of (replaced) current rail to the right of the '10' speed restriction. These were trialed from November 1943 at Kingsbury on the Bakerloo Line and began to be installed from December 1944, initially on the Bakerloo between Stanmore and Wembley Park and in January 1947 between Wembley Park and Finchley Road. Other open-air sections of lines subsequently had them installed.

**Photo:** Keith Ward

**Below:** (Right) Approaching Hillingdon on Bank Holiday Monday 1 May 2023, the train is heading westbound to Uxbridge passing the site of the original Hillingdon station. In 1992, Hillingdon station was resited a short distance towards Uxbridge to make way for the A40 road diversion, over which the train is passing.

**Photo:** Ian Grainger



**Below:** (Left) Heading west to Uxbridge, the train is passing North Ealing. Although the station retains much of its 'original' MDR feel, some of it has been upgraded through station refurbishment, although the 'tombstone' bullseyes are very good replicas of the 1920s originals.

**Photo:** Kim Rennie

**Below (Right)** At the end of a very successful weekend on Monday 1 May, the train arrives at Ealing Broadway prior to its return to Ealing Common Depot and the LT Museum Depot.

**Photo:** Bradley Phillips





**Above:** (Left) “One of each” at Uxbridge, with the tour train on the left, a Piccadilly Line train of 1973 Tube Stock on the right with, just visible, a Metropolitan Line S8 to the right of that.

**Above:** (Right) How it used to be, with the 1938 Tube Stock heading westbound to Uxbridge departing Ruislip Manor. This is timeless to a certain extent, apart from the station name on the girder bridge and the celebratory flag on the lamp post in Victoria Road. The Piccadilly Line had an allocation of 15 trains of 1938 Tube Stock from 1952, the last running in December 1975, and although their numbers had reduced from the late-1960s, this was still an everyday scene.

**Both photos: David Rowe**

**Below:** Final view of the long weekend’s special 1938 Tube Stock runs between Acton Town and Uxbridge, all of which were timetabled to be working as train ‘746’. DM 10012 is at the rear heading towards Uxbridge on the downhill approach to Rayners Lane, having passed one of the westbound home signals which, in this case, is a combined stop and repeater signal but with separate signal heads for each. Immediately beyond the signal is a ‘fog repeater’ which have, for some years, been switched on permanently in an attempt to reduce the number of SPADs.

**Photo: Richard Stiles**

