

# RECALLING THE CITY WIDENED LINES IN JULY 1975

All photos © Andrew Emmerson



*Although London Transport territory, suburban passenger trains on the City Widened lines were operated by the Eastern and London Midland Regions and, for many years, rush hours only. This looks west from the Down CWL platform at Farringdon (Above) with a class 31 diesel about to head away to King's Cross (suburban) and north London. From the same platform (Below), the rear of an Up CWL train is seen, with a C69 Stock departing westbound. Note the crossover in the centre of the photo for access by London Transport trains.*





*In later years, the CWL were served only by a handful of passenger trains in rush hours and latterly in the direction of peak travel. This view (Above) looks east from the Down platform at Farringdon. The line to Moorgate curves to the left under the bridge and the former freight route to the Southern via Snow Hill was to the right. In the 'V' of the two routes was originally a loco spur used by banking engines when required to assist goods trains up to Snow Hill. This was relocated to west of the station adjacent to the Down line on 13 July 1958. The facilities at King's Cross CWL were basic to say the least and this view (Below) looks east towards Farringdon as a mixed C69/77 train hurries by.*





**Above:** The insignificant King's Cross Bridge entrance to the City Widened lines at King's Cross. The station signage appears to be in Johnston but makes reference only to 'Local Lines' with a British Railways totem sign on the right hand panel. The left hand panel is missing so we are left wondering what occupied that empty space? The sign on the right-hand pillar tells passengers that the entrance to the Underground station is further along the road.

**Above:** (Top Right) The uninviting ticket hall and passageway at King's Cross CWL with the ticket office right of centre. This was open during evening rush hours only; tickets were rarely sold, as most passengers were regular season ticket holders.

**Above:** (Right) Taken from the Up CWL platform looking over to the Down platform, very little shelter was provided for passengers accessing the platform. Behind the flimsy platform fence is the former Metropolitan Railway station of King's Cross, which replaced by the present station in March 1941. At far right may be seen King's Cross LT signal cabin, controlling both the CWL and Metropolitan Line. In the post-war period after service resumption in the Down direction, only LMS/LMR trains called at King's Cross, the Eastern Region trains non-stopping and calling at the lower level platform in King's Cross (suburban) station instead. However, all trains called at King's Cross in the Up direction towards Moorgate, those from the Eastern Region having previously called at King's Cross (York Road). In the post-war period, there were only ever a maximum of three LMS/LMR trains Mondays to Fridays and just two or one until September 1954 on Saturdays. On Mondays to Fridays, three trains became two in 1964, increased to three again in May 1972. However, from 3 May 1976, one of the three LMR trains non-stopped King's Cross in the Down direction but only until May 1977 when all three stopped. The last CWL timetable from 2 October 1978 saw two LMR trains, both of which stopped at King's Cross. The Eastern Region service was withdrawn in November 1976 in favour of the Great Northern line into Moorgate, while the LMR service ended in May 1979 so that the line, then taken over by British Rail, would be electrified for the then Midland Suburban Electrification scheme, reopening in April 1983. Whilst all the photographs show unelectrified tracks, we mustn't forget that the Up CWL from west of King's Cross to Moorgate and the Down CWL from Moorgate to Farringdon was electrified in March 1926 until April 1935, to give some relief to the Circle Line tracks at rush hours by diverting a number of Metropolitan Line Moorgate reversers during rush hours.