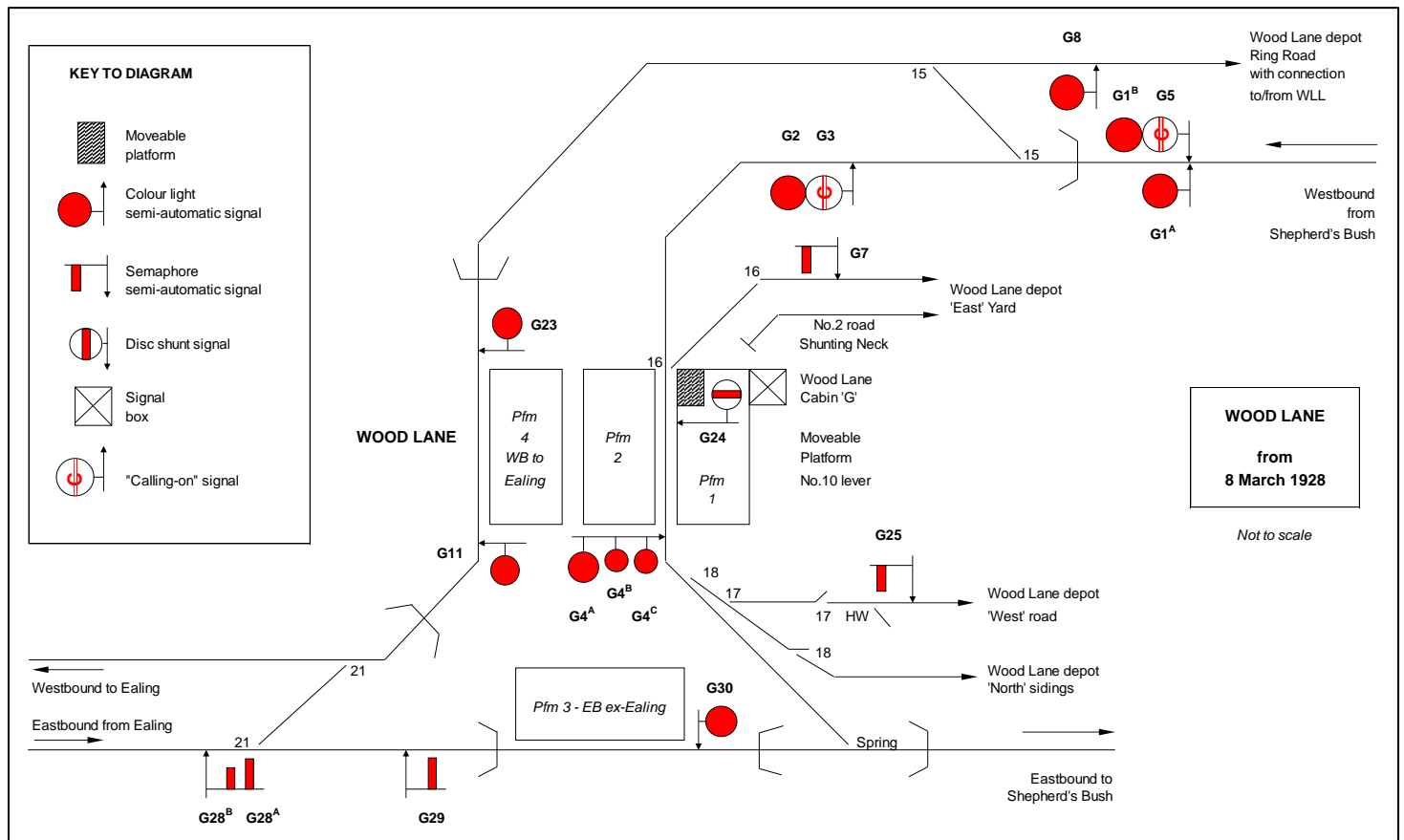


FROM THE PAST ... AN OCCASIONAL SERIES

1928

Track alterations took place at the west end of Ealing Common Depot from 1 January. The buffer stop on No.18 road was abolished and the track connected to new pointwork. The 'traffic siding'¹ became No.19 road. On the Metropolitan Railway, new surface station buildings were opened at Edgware Road (Chapel Street) on 19 January, marking the completion of reconstruction. Also completed on 19 April was the reconstruction of Notting Hill Gate Met. Railway station.

Several events on the Central London Railway then occurred, beginning with a moveable platform commissioned on platform No.1 at Wood Lane from 8 March 1928. Until then, platform 2 had been used by trains terminating at Wood Lane as it was on the 'outside' of the curve and the end gate entrance of the cars were close to the platform edge. With conversion to airworked doors in 1926-28, the doors were away from the car ends. and the inner side of the curve was deemed safer for passenger use. But with that came problems, as a six-car train wouldn't fit in the platform as there was depot access at both ends on that side. And so came the moveable platform. This was operated from the signal cabin and was fully interlocked with the points leading into the depot at the 'north' end of the platform. This innovation also enabled passenger traffic to be handled more efficiently, which had increased from 1927 with the opening of White City Stadium for cycle and dog racing. Another interesting working was that of trains from Ealing Broadway returning to Wood Lane Depot. Such trains had to go via No.21 crossover and signal G28^B into the westbound Ealing platform, and thence to depot.



Ten days later on 18 March, the Power Station at Wood Lane closed with power being supplied from Lots Road. In May, the old CLR substations at Marble Arch and Post Office were closed.

Opposite: The double-sided terminal loop platform at Wood Lane after the moveable platform had been commissioned, clearly visible in the lower section of the photo, which was controlled from Wood Lane signal cabin, the edge of which can be seen on the left. A three-car train awaits departure, recently converted to air-door operation. Of interest are the solid red bullseye signs, the hexagonal lampshades and the CLR centre third rail current system.

Photo: LT Museum

¹ It will be recalled that many of the west end District services on the South Harrow line started and terminated at Ealing Common, although some served Acton Town and South Acton. Rather than go right into the depot to reverse, a siding was provided to reverse the shuttle trains.



In July, a list was published of the Underground stations with 'pedestal booking' facilities – i.e. small booking facilities in the lifts. These were Borough, Regent's Park, York Road, Aldwych, Hyde Park Corner, Down Street, Brompton Road, Gloucester Road (LER) and Mornington Crescent.

From 24 September, Shoreditch East London Railway station was closed except for rush hours and Sunday mornings. The Down platform was closed and the footbridge leading to it was subsequently removed. On 28 September, a new subway on the south west corner of Trafalgar Square (Cockspur Street) to Trafalgar Square Bakerloo Line ticket hall was opened.

On 30 September 1928, the MDR platforms at Ealing Broadway were renumbered 3/2/1 (present 9/8/7 respectively). The sidings were also renumbered 1 and 2 (eastbound side) and 3 and 4 (westbound side, between westbound DR and eastbound CLR). The old signal box at Aldgate East closed and a new signal box opened adjacent to the existing building on 8 October. The same cabin code letters – 'EL' – were retained.

In October and November, the Metropolitan Railway opened passimeter ticket offices at Drayton Park (15 October), King's Cross, Edgware Road and Marlborough Road (5, 12 and 29 November respectively).

The Metropolitan Railway sold its premises at 44 High Street, Watford – acquired when it was the aspiration for the MR to get closer to central Watford.

The reconstructed station at Piccadilly Circus was opened on 10 December, with 11 new escalators replacing the eight lifts (four Bakerloo and four Piccadilly).

1929

In January, additional goods sidings were provided in Harrow goods yard, along with new connections to the Up sidings. On 1 January the management of Old Street station was changed from the Hampstead & City Line to the Metropolitan Railway. The nomenclature of tracks on the District Railway was changed from 6 January, where east- and westbound replaced Up and Down, except for foreign companies' lines. The last Gate Stock train ran on the Hampstead & City Line on 31 January.

In February, the reconstruction of Waterloo Underground station was completed and the following month the reconstruction of Charing Cross Underground station was completed. The Union Construction Company name was changed to the Union Construction & Finance Company Ltd. on 4 February. Signal Y1 (Piccadilly Circus) and Y2 (Leicester Square) were renumbered B1 and B8 respectively on 10 February and control given to Covent Garden cabin.

On 17 March a new station bridge, side entrance and ticket hall was opened at Wimbledon. Provided when the Hampstead Railway was being extended south from Charing Cross to Kennington, the facing crossover on the southbound approaching Strand into the northbound platform was decommissioned after the end of traffic on 25 May. This allowed trains to reverse in either platform at Strand while work was taking place at Charing Cross. (In fact southbound trains from the Edgware branch ran into the northbound platform and then single line to and from Charing Cross, while trains from Highgate reversed south to north in the southbound platform at Strand). The last Gate Stock train ran in service on the Piccadilly Line in June 1929 with all trains thus air-door.

The crossover just west of Ruislip station was abolished from 30 June, while the 'old' Piccadilly Circus station was closed on 21 July.

On 23 September, a new passageway was opened between platform 1 and platform 5 at Baker Street while six days later the first tenants moved into Chiltern Court at Baker Street. On 30 September the rebuilding of Swiss Cottage MR station was completed while on the same date the enlargement of Pinner goods yard was completed, similarly Neasden goods yard the following month.

To improve Metropolitan Railway running performance in rush hours, St. John's Wood and Marlborough Road remained closed until after the morning peak on weekdays from 1 October.

Chiltern Court (Baker Street station frontage) opened on 15 November and at the same time a restaurant for formal lunches opened. On 1 December, New Cross 'A' signal box was closed and East London Railway trains controlled by Canal Junction signal box and also access to the East sidings at New Cross. The same date marked the completion of the 55 Broadway complex above St. James's Park station and an official opening ceremony was held.