

POINTS OF INTEREST

THREE TRAINS AT CHESHAM

Further to the photograph on page 115 (*Top*) in the February issue of *Underground News* of the three A Stock trains at Chesham (one in the bay platform, one in the main platform and one in the loop), readers have asked how was this possible, being constrained by single line arrangements between Chalfont & Latimer and Chesham.

Of course, this wasn't possible at all before the bay platform became available (commissioned 3 July 1960) and in use from 12 September 1960, along with the electrification of the branch, the main platform, the bay platform, the loop and a section beyond the station to allow for trains to shunt.

It will be recalled that there were two through trains in rush hours (but see below for Saturday variations) and basically how it worked is best explained in the following tables.

FROM 12 SEPTEMBER 1960 – MONDAYS TO FRIDAYS MORNING PEAK

Train	20	20	118	20	119	20
Stock	T3	T3	SS6	T3	SS6	T3
From			NN			
Chalfont	06.12	06.43	06.52	07.41	<i>Start</i>	08.24
Chesham	06.19	06.50	06.59	07.48	<i>ex-</i>	08.31
					<i>C'sm</i>	
					<i>yard</i>	
Chesham	06.30	07.04	07.31	07.52	08.12	08.42
Chalfont	06.38	07.12	07.40	08.00	08.21	08.50
To			BKS		LIS	

Train 118 was empty ex-Neasden to Chalfont & Latimer, then passenger to Chesham. The loco attached to rear from Neasden formed the 07.31 (same train) departure. The north end loco then formed the 08.12 departure (empty coaches from the yard that were stabled overnight there).

FROM 12 SEPTEMBER 1960 – MONDAYS TO FRIDAYS EVENING PEAK

Train	20	112	20	113	20
Stock	T3	SS6	T3	SS6	T3
From		LIS		LIS	
Chalfont	17.54	18.18	18.34	18.48	19.13
Chesham	18.01	18.27	18.41	18.57	19.20
		<i>Stow</i>			
Chesham	18.05	<i>Loco</i>	18.58	19.21	19.28
Chalfont	18.14	<i>To</i>	19.07	19.29	19.37
To		<i>113</i>		HH	

Train 112 stabled overnight in Chesham yard. The released loco was attached to south end of train 113. The north end loco of train 113 remained attached and worked at the rear of train (to Harrow and then Neasden Depot).



Above: A six-coach set of Dreadnought coaches stabled in the yard at Chesham (*Left*). The Saturday lunch time through train stabled here from Saturday until Monday morning. Electric loco No.16 'Oliver Goldsmith' comes off the loop road at Chesham, and will shunt back onto the coaches in the main platform (*Right*).

Both photos: LURS Collection

FROM 18 JUNE 1962 – MONDAYS TO FRIDAYS MORNING PEAK

Train Stock	110 A4	104 A8	110 A4	103 A8	110 A4	104 A8	110 A4	110 A4
From	WP	RK		RK				
Chalfont	06.09	06.17	06.43	06.50	07.13		07.53	08.22
Chesham	06.17	06.25	06.50	06.58	07.20		08.00	08.30
Chesham	06.29		06.59	07.32	07.41	08.04	08.11	08.37
Chalfont	06.38		07.08	07.41	07.49	08.11	08.19	08.46
To				LIS		LIS		

Train 104 shunted via the siding north of the station and then waited in the loop until train 103 (adjacent to it) had departed. It then shunted onto the single line and back into platform 2.

FROM 18 JUNE 1962 – MONDAYS TO FRIDAYS EVENING PEAK

Train Stock	110 A4	106 A8	110 A4	103 A8	110 A4	103 A8	110 A4	106 A8
From		LIS		LIS				
Chalfont	17.47	18.11	18.17	18.41	18.47		19.17	
Chesham	17.55	18.18	18.25	18.48	18.55		19.25	
Chesham	17.59	<i>Shunt</i>	18.29		18.59	19.07	19.29	19.38
Chalfont	18.08		18.38		19.08	19.16	19.38	19.46
To						RK		RK

Train 106 shunted via the siding at the north of the station to the loop road and then waited until train 103 and the shuttle had both departed. It then ran empty from the loop southbound.

The same principles continued over the years, although timings changed a little. The two southbound trains in the evening went to either Rickmansworth or Harrow and in the case of the second train, if passenger, this had to shunt back into platform 2 at Chesham after the first had departed.

FROM 2 FEBRUARY 1970 – MONDAY TO FRIDAY MORNING PEAK

Train Stock	60 A4	60 A4	1 A8	5 A8	60 A4	1 A8	60 A4	60 A4
From	WP		RK	RK				
Chalfont	06.20	06.44	06.55	07.13	07.22		07.56	08.28
Chesham	06.27	06.51	07.02	07.30	07.29		08.03	08.35
Chesham	06.33	07.03		07.35	07.44	08.05	08.14	08.40
Chalfont	06.40	07.10		07.43	07.51	08.13	08.21	08.48
To				LIS		LIS		

FROM 2 FEBRUARY 1970 – MONDAY TO FRIDAY EVENING PEAK

Train Stock	60 A4	10 A8		60 A4	2 A8	60 A4	2 A8	10 A8	60 A4
From		LIS			LIS				
Chalfont	17.46	18.08		18.16	18.38	18.46			19.16
Chesham	17.53	18.16		18.23	18.46	18.53			19.23
Chesham	17.59			18.29		18.59	19.07	19.24	19.33
Chalfont	18.06			18.36		19.06	19.16	19.31	19.40
To							HH	RK	

BKS Baker Street
 HH Harrow-on-the-Hill
 LIS Liverpool Street
 RK Rickmansworth

T3 Three-car set of T Stock
 SS6 Six-coach set of Dreadnought Stock
 A4 Four-car unit of A Stock
 A8 Eight-car train of A Stock

The two through trains operated as normally (with some tweaks to timings over the years) but the four-car shuttle remained in the bay platform at Chalfont & Latimer until the through service had finished. The first timetable without the bay platform at Chesham was No.237.

RUSH HOUR TRAINS TO CHESHAM ON SATURDAYS

More senior readers will be aware that the 'rush hour' was a six-day-week event many years ago, Saturdays being the morning and at midday. During the post-war period, however, the working week gradually reduced to five days and over a long period of time the Saturday peaks declined, most significantly in the 1950s and 1960s, until it petered out altogether by 1970, although the Central Line did have an enhanced Saturday early evening service from January 1970 when the West End shops remained open after lunch time.

Now, of course, with traffic increases from the 1980s, off-peak services in general have increased on all lines in some form or another, but instead of a 'peak' as such on Saturdays, the maximum services go on for much of Saturday and Sunday as a 'daytime busy' service.

Returning to the Metropolitan Line, there were also through trains from and to Chesham at rush hours on Saturdays and in the 1950s there were two in the morning and two at lunchtime. The two morning trains to London mirrored the Monday to Friday through trains but on Saturday lunchtime, the two trains comprised one from Marylebone and one from Liverpool Street:

12.41 Marylebone to Chesham (subsequently retimed to depart at 12.35)

13.34 Liverpool Street to Chesham

Although the Marylebone to Chesham train was included in the timetable for 15 June 1959, it was withdrawn during the timetable's currency, with effect from 2 November 1959, leaving just one through LT train to Chesham Saturday midday. The push-pull shuttle was substituted in its place.

The through trains on Saturdays were withdrawn from Working Timetable No.197 of 18 June 1962.