

# REPORT OF SOCIETY MEETING

## BRIAN HARDY PRESENTS ...

A report of the LURS meeting at All Souls Club House  
on Tuesday 12 December 2017

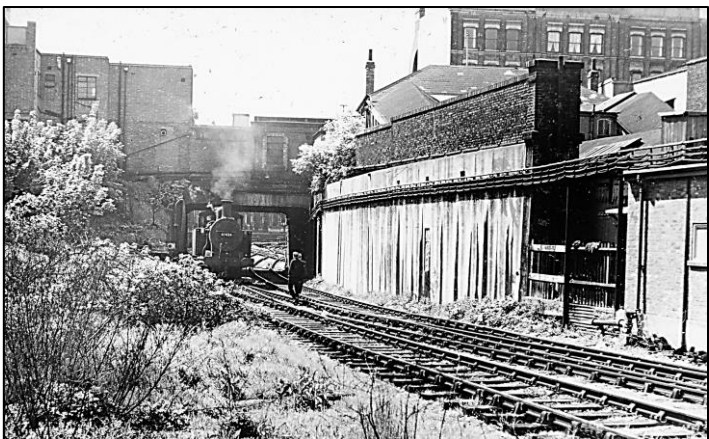
For the last Society meeting of the year, the meeting welcomed Brian Hardy, who gave a presentation which was divided into five sections. Although each part had a different heading, all but the last were devoted to Underground subjects of the past.

The first was a selection of photographs from the collection of the late Alan A. Jackson. These were photographs that couldn't be included in the January 2017 supplement, for no other reason than there just wasn't enough space available.

Beginning with the Bakerloo and the LMR DC lines, we worked our way south from Watford Junction to Queen's Park, seeing the Rickmansworth Church Street branch on the way, with both passenger and freight trains. At Queen's Park, with an Oerlikon train on a working to Watford (*Below, Left*), we were told that the last working with this stock was on the Croxley Green branch on 28 April 1960. We also saw the GEC compartment stock, which lasted a few years longer, this example (*Below, Right*) approaching Watford High Street.



In Alan's collection was a photograph taken at Wood Lane Junction on the Central London Railway, which clearly showed the CLR's centre third rail system and the connection with the West London Line before the two were separated. On the District Line (*Below*), photos at both the west end and east end were shown.



The rather dilapidated exterior back wall of West Kensington station on 11 April 1963 with an LMR tank taking water before picking up its wagons and returning to Brent via the District Line.



Between Upton Park and East Ham on 24 April 1955, looking east towards the latter and before work had started on the BR electrification and new LT signalling.

**All photos: Alan A. Jackson**

The Piccadilly and Metropolitan lines featured at South Harrow (*Overleaf, Top Left*) and at Rayners Lane (*Overleaf, Top Right*), the latter with its then still functioning goods yard. It was noted that the crossover just west of the Northolt Road bridge at South Harrow was removed in September 1971.



Scenes at King's Cross (City Widened Lines) on 2 February 1957 (*Left and Above*) and on 27 June 1956 (*Top*). A Hammersmith & City O Stock train passes through the disused Metropolitan Line platforms (*Left*), which closed in 1941. A Down Eastern Region train

train approaches King's Cross CWL (*Top*). When CWL services resumed post-WW2, Down Eastern Region trains non-stopped this station, instead stopping at King's Cross (Suburban) lower level platform. All trains called at the Up CWL platform, where a freight train passes through (*Above*) destined for the Southern Region.

The next part of the presentation took us further back in time with two of the solid red station name bullseyes at Brompton Road and Dover Street (Mayfair), and the Brill Station post box, still there and so labelled many years after closure (in 1935). A rare photo of Baker Street Junction signal box (which was believed to have closed in 1913) was seen, along with a diagram of the area while there was just one track to the City, with a platform each side – there was also a moveable drawbridge at the south end. Another Metropolitan oddity was the Rothschild saloon coach (*Opposite, Top*), which was rebuilt in 1907 from two shorter vehicles. It sometimes deputised for a Pullman car when one of the pair were off for maintenance. It is seen in Neasden Depot shortly before being scrapped.



Three views at Farringdon taken in a similar location over a period of many years, included a drawing of the present station around the time of its opening (in 1865), a Circle Line train in the late-1920s and a 1950s view with an O or P Stock train running into the station. The second photo showed the current rails on the Up City Widened Line, which were installed by the Metropolitan Railway to ease train working in the City area. We saw that Farringdon CWL also had a short siding to accommodate a locomotive for banking freight trains up towards Snow Hill, originally being in the 'V' of the junction just east of the station and then when relocated west of the station after the goods yard had closed.

We stayed with the Metropolitan, seeing the now abandoned bay platform at Liverpool Street (with an A Stock stabled there between rush hours), Paddington H&C before rebuilding in 1933 and a view of a Met. electric loco leading Great Western coaches out of the siding west of the station for an evening peak working to the City and thence back to the GWR suburbs, steam worked west of Paddington. Two views at Kensington Addison Road (today's Kensington Olympia) showed firstly a six-car H&C electric train in the north-eastern bay, believed to be around the time of electrification (the train looked very new and there were no current rails on the centre tracks) and then a GWR freight passing through in the late-1930s. Whilst the main subject of the latter was the freight train, the photo also showed an Edgware Road shuttle train in the bay platform, which was formed of District H Stock – these trains had taken over from the H&C's own stock from May 1936. Another photo where the main subject wasn't the main interest (to us!) was of a GWR main line train passing over the Royal Oak flyunder with a Hammersmith & City train ascending. The latter showed 'H&C' in the centre cab door window – the Addison Road Met. shuttles had a 'K' in the centre cab door window.

Other photographs of Metropolitan interest included the 1919 'Hustle' train (a train converted from Saloon Stock to improve capacity), still in service in early LPTB days and seen at Wembley Park, the long closed and demolished signal box at Watford South Junction (known as 'Watford Junction' and not to be confused by the main line Watford Junction a mile or so away). The days of electric-steam changeover at Rickmansworth were featured, including staff getting onto the track between locomotive and coaches to connect the air and electrics.

On the District Railway, there were two intermediate LSWR signal boxes between East Putney and Southfields which survived until 1970. We saw an LSWR electric train passing Cromer Road box (the other was Revelstoke Road) in the early days of LSWR electrics – a Waterloo to Wimbledon via East Putney service began in 1915. Also shown were photos of the west end of Earl's Court station before the flyunder was built over 100 years ago (*Overleaf, Top*).



**Above:** Taken from the signal cabin east of South Kensington, this view looks west before the track rearrangements in 1957. On the left are two sidings, then the westbound and eastbound District Line tracks and then to the right, the outer and inner rail Circle Line tracks.



An official photograph (*Left*) showed a CLR member of staff on a bicycle, operating the parcels service. A number of CLR motor cars were modified to accommodate parcels, a service which operated between 1911 and 1918.

The westbound platform at Liverpool Street during the morning rush hour in the 1950s was seen with a Pre-1938 train – only the stock has changed, the crowds hadn't. Still at Liverpool Street we went behind closed doors to see the former escalator shaft (closed in 1953) that led up to the LT Broad Street ticket hall and then the upper lift landing in Broad Street main line station. Here the lifts led down to the CLR but were soon taken out of passenger use, being retained only for the conveyance of rubbish

for a few years. The disused upper lift landing remained in public view until the demolition of Broad Street main line station in the 1980s.

At the west end of the line, the Pre-1938 Tube Stock was featured in the early days of the West Ruislip branch, approaching West Ruislip (*Left*) and in the reversing siding at Greenford (*Right*).



It was recalled that one driving motor car of 1962 Tube Stock was damaged in a collision in Ruislip Depot before entering service. As well as a stoved-in cab, the car on a well wagon and hauled by then new Acton-built battery locomotive L76 was shown on the LT/BR link road being returned for repair.

Then followed two views of the construction of Drayton Park station and depot in 1903, the last day of Pre-1938 Tube Stock on the Northern City Line on 3 November 1966, which was celebrated by local enthusiasts but not by London Transport, and North Ealing with the ground frame-controlled crossover, which was abolished in 1971.

Examples of the signalling on the DC lines (between Camden and Watford Junction) were featured – ordinary stop and repeater signals, junction home signal, and the Down line 'Christmas tree' starting signal (repeating signals at Colne Junction) at Bushey & Oxhey. This section of the presentation ended by recalling that the Piccadilly Line extension to Heathrow would be 40 years old, just four days after this meeting.

The next part was devoted to 'then' and 'now' views around the Underground system, the 'now' views being taken as near as possible to where the original photograph was taken – not always exactly possible at some places. Two views at West Hampstead looking south (*Overleaf*) show the alignment after four-tracking in 1913 (*Overleaf, Top*) with a Down train headed by electric loco No.20, later named 'Sir Christopher Wren'. The six-coach train also includes one of the two Pullman cars. The present view (*Overleaf, Centre Left*) with a southbound train of S Stock. The track rearrangement and platform rebuild just prior to the Second World War shows that the platform has been resited slightly to the north. The former Down Metropolitan is now the southbound Jubilee Line.



The meeting continued with some 'memory joggers', such as the half red cab fronts on 1962 Tube Stock DMs 1422 and 1445 in 1979 (*Above, Left*). A number of 1959 and 1962 Tube Stock cab ends had to be repaired after various mishaps, one such (from the first of the Leyton collisions) being 1609 in Ruislip Depot (*Opposite, Lower, Right*) sporting its new cab end, shiny black roof and car number not in the usual place! One of the more bizarre experiments was the fitting of a carpet to 1959 Tube Stock NDM 9153 (*Opposite, Top*) with two others planned to be done. Fortunately, it was a non-smoking car but did not find favour and the carpet was removed prior to transfer to the Northern Line.



**Above:** An augmented 1959 Tube Stock train (from three- to four-cars per unit) at Epping when new. Nearest the camera is DM 1258. This unit was first formed 1258-2258-9679-1259 whilst on the Central Line but when transferred to the Piccadilly Line in November 1963, the NDM was removed and inserted into 1962 Tube Stock unit 1678-2678-(9679)-1679.

**Below:** An upgrade of the Waterloo & City Line was undertaken in 2006, which also included refurbishing the line's trains. This was done at Doncaster and on 31 May 2006 outshopped DM 65504 is seen on the left with 65502 still in Network SouthEast livery awaiting attention.



In conclusion, we saw a number of photographs of the network in the snow, this at Eastcote (*Above, Left*) in 1982. Although snow is quite rare in recent times, it is ironic that parts of the network had been shut down by snow just two days before this meeting! This photo (*Above, Right*) shows a Pre-1938 Tube Stock train arriving at Arnos Grove.

The meeting ended with a vote of thanks for a varied and comprehensive presentation on a variety of Underground subjects.