

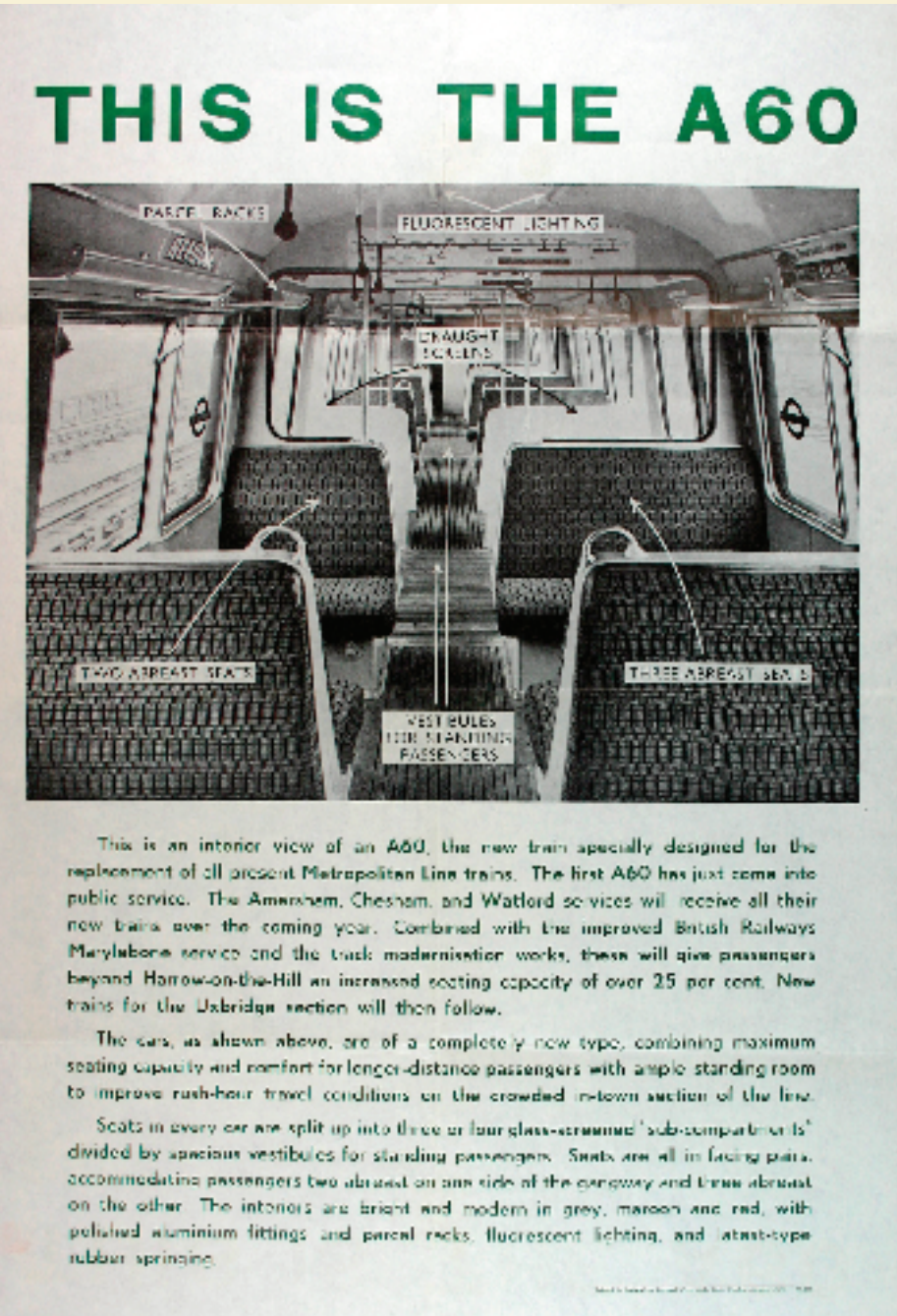
‘A’ for Amersham



View looking up Station Road, January 1960. The bridge was being widened to accommodate additional track.



Extract from 1960 OS map. The Weller Estate has been developed (although not entirely) and there are new roads with houses on Stanley Hill and Plantation Road.



A poster detailing the interior features of the new A stock trains.

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Throughout the 1930s Amersham was growing, with trains regularly passing through the station: Met Line trains on their way to Baker Street; LNER trains (of which the Great Central was now a part) from cities in northern England through Amersham to Marylebone.

Following the nationalisation of the railways in 1948 the LNER services were gradually run down, although named steam trains such as the Master Cutler and The South Yorkshireman continued to run through Amersham until the late 1950s. The former Great Central Railway was eventually closed as part of the Beeching cuts and the British Rail line terminated at Aylesbury.

The line as far as Rickmansworth had been electrified in 1925. Met passengers wishing to travel

beyond Rickmansworth would wait – just three minutes – whilst their carriages were uncoupled from the electric locomotive and coupled to a steam engine to continue their onward journey to Aylesbury. After various delays the line to Amersham was fully electrified in 1961. Amersham became the terminus for the Metropolitan Line and the new trains were named ‘A’ stock after Amersham..

By the mid 1960s Amersham-on-the-Hill resembled the town we know today. In 1948 Amersham Rural District Council purchased Woodside Farm and 18 acres of land for a civic centre. In 1956 the farm buildings opened as a community centre, followed by a library, swimming pool and youth centre in the 1960s.