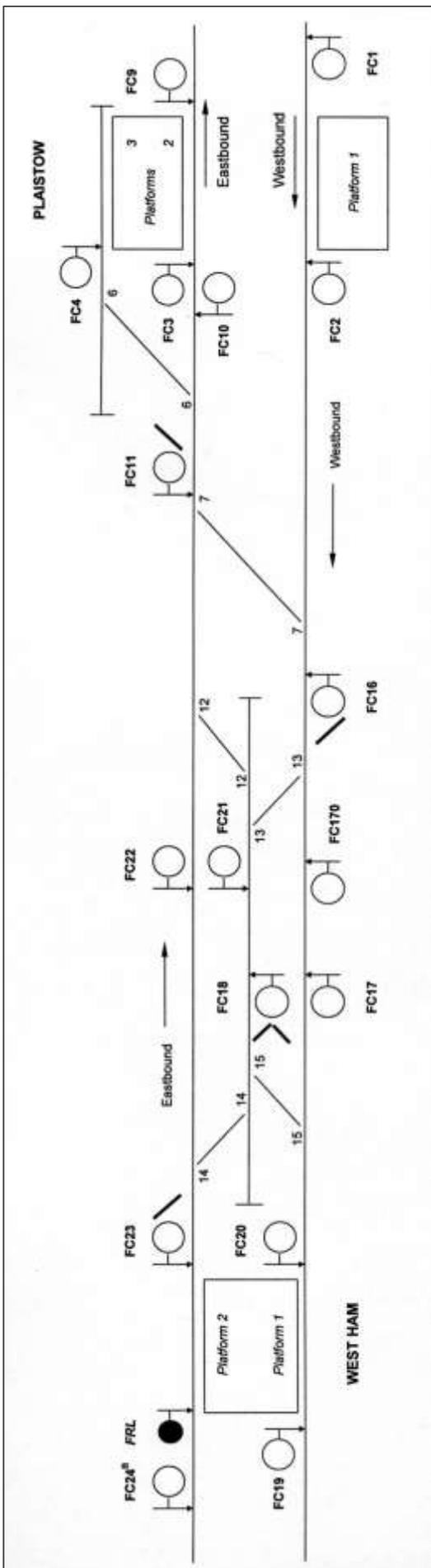


WEST HAM LOOP SIDING COMMISSIONED AND CHANGES AT WHITECHAPEL



With effect from the start of traffic on Monday 17 January 2011, the new loop/siding at West Ham was commissioned, controlled from the signal cabin at Barking. At the moment, only a handful of trains are scheduled to use it on a 'rusty rail' basis, but with the reversing facilities at Whitechapel being taken out of use over the weekend of 29/30 January, no doubt it will come into its own in the near future. The work at Whitechapel resulted in all points being decommissioned, 'back' platforms 1 and 4 taken out of use and hoarded off, with all trains using platforms 2 and 3. At some time in the future, the back platforms will be reinstated and centre platforms will be decommissioned and the whole area will become one wide island platform, all being part of the Crossrail work.

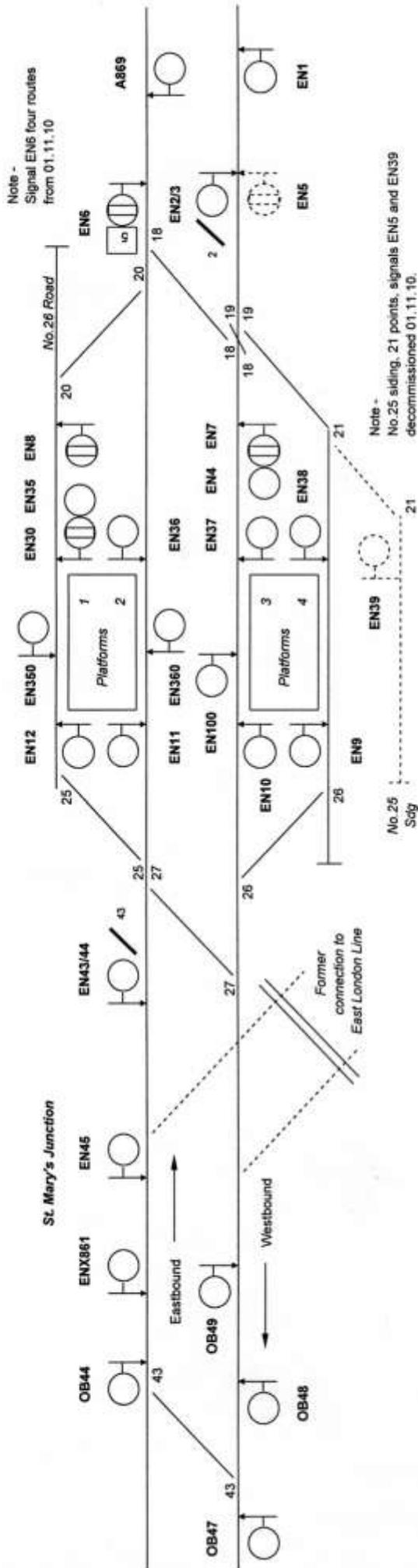
The new Whitechapel Crossrail station will use the existing Whitechapel Road entrance to the Whitechapel London Underground and London Overground station. The Crossrail platforms will be in deep tunnels to the north of the existing station but they will all share a concourse, ticket hall, gateline and station operations room, leading to a fully integrated station that provides an easy step-free interchange between the Crossrail, Hammersmith and City, Circle and London Overground lines.

The remodelled Whitechapel station has been designed to enhance the historic features of the old station while incorporating natural light. The station will also have a pedestrian walkway from Durward Street to Whitechapel Road. The de-commissioning of reversing facilities at Whitechapel will create space for the existing platforms to be reconfigured into a single island. This will accommodate new stairs, escalators and lifts to take passengers from the new ticket hall to the sub-surface platforms 30m below ground.

Crossrail has multiple worksites around Whitechapel station, one of which is on Durward Street. Here, essential works involve relocating utility services, such as power gas and water, to protect them during Crossrail's construction. Durward Street has been narrowed to one lane to enable these works to take place. The current utility works are due to be completed by June 2011.

Durward Street will eventually be the site of a ventilation and emergency escape shaft. As part of this site backs onto Swanlea School, Crossrail has installed noise insulation, ventilation and a new access road to the school to minimise disturbance to the pupils and staff during construction. London Underground are using a worksite opposite the Durward Street sports centre to remove redundant tracks, simplify the District Line track layout and extend the platforms at Whitechapel in preparation for rebuilding the station. This work will take place until June 2011.

WHITECHAPEL



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