

NEWSFLASHES

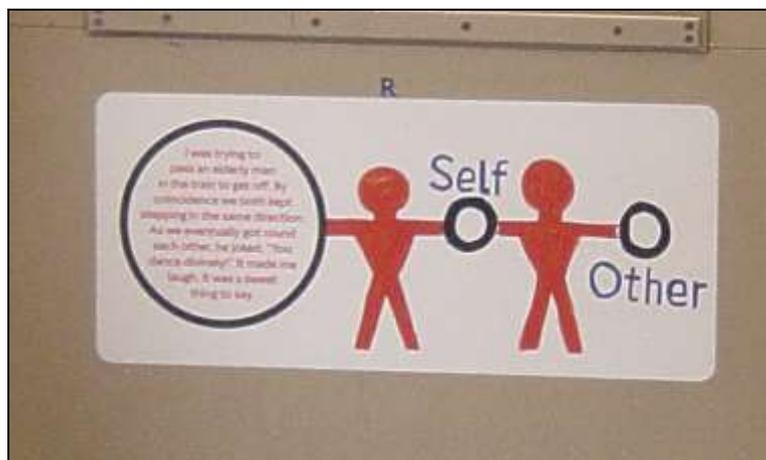
Items for the 'Newsflashes' (and Tailpieces) section of Underground News may be sent to the Editor by post and also by E-Mail, to the following address: editorUN@lurs.org.uk

NF 1/12 – SSR SIGNALLING UPGRADE: As details of the Bombardier SSR signalling upgrade emerge, it has become apparent that not only will the S Stock be driven automatically as the Jubilee Line now is, but also that the Piccadilly Line will be driven conventionally but with in-cab signalling, as the Jubilee Line was before full implementation. The new signalling will be commissioned over a two year period from late 2015, with twelve migration areas, so an average of one every other month. These are proposed as being:

- 1 Uxbridge – West Harrow
- 2 Amersham/Chesham/Watford – Moor Park
- 3 Moor Park – Wembley Park
- 4 Neasden – Baker Street
- 5 Hammersmith H&C – King's Cross
- 6 King's Cross – Whitechapel/Embankment
- 7 Embankment – Paddington
- 8 Whitechapel – Barking
- 9 Barking – Upminster
- 10 Earl's Court – Olympia and Wimbledon
- 11 Earl's Court – Richmond/Acton Town
- 12 Acton Town to Ealing Broadway/South Harrow

The full Piccadilly Line signal control centre will move to the Hammersmith SSR centre, but it would appear that the current signalling will remain east of Barons Court and west of South Ealing for the time being. The new signalling will also cater for National Rail trains on the Richmond, Wimbledon and Amersham branches. This is an extremely ambitious project, which the more complex Westinghouse system previously planned to resignal in 41 stages over six years. The last resignalling only between Stanmore and Aldgate took 17 years from 1984 to 2001. Excluding a 10 years standstill, this was seven years to achieve 21 commissioning stages.

NF 2/12 – Michael Landy's "Acts of Kindness" artwork is being integrated into the seating fabric on the Central Line. The new seating features red (matchstick men) figures and the rods "self" and "other" from his project. Four new acts of kindness will be featured on trains (*Below Left*) and also at eight Central Line stations between Hanger Lane and Liverpool Street, the photo (*Below Right*) being at Liverpool Street. Acts of Kindness is a project by artist Michael Landy celebrating everyday generosity and compassion on the Underground, which began in July 2011.



NF 3/12 – Reference NF 117/11, the 'gates' at Harrow & Wealdstone are now completed and seemingly can be opened easily from the fast line platform sides, but require a key to open them from the other sides where passengers are normally likely to be.

NF 4/12 – It will be recalled that when C Stock trains received new (lower case) destination blinds for the new service pattern in December 2009, one unit 'escaped' and retained the previous blind in upper case lettering. The C Stock 'upper case blind baton' has now passed onto C69 DM car 5539, noted on District train 70 on 22 November 2011.

NF 5/12 – Over in Paris, a 1.3km extension on line 8, south from Créteil-Préfecture to Créteil-Pointe du Lac, was opened to the public on Saturday 8 October 2011. A month later, on 3 November 2011, the first train of MP05 Stock entered service on line 1. The whole line is expected to be MP05-operated by the end of 2012 and in the meantime, the trains of MP89 Stock are to be transferred from line 1 to line 4, replacing the MP59s on that line. Line 2 is now completely MF01 and deliveries

of these trains are now making inroads on the MF67F on line 5 with about one-third of the service being provided by the new trains.



NF 6/12 – Seen on the northbound indicator at Leicester Square on 1 December 2011. However, it only appears for a few seconds because as soon as the notice scrolls along the bottom half with a message it re-sets itself!

Photo: David Burleigh

NF 7/12 – Metropolitan to Watford Junction: Government funding for the Croxley Rail Link was announced on 14 December 2011. This will allow Metropolitan Line trains to divert over a new viaduct north of Croxley, to link with the track bed of the former London Midland Region branch line to Watford Junction via Watford High Street. New stations with emergency exits from platforms will be provided at Ascot Road, a park and ride site, and Vicarage Road serving the Watford General Hospital. At Watford Junction four platforms will be lengthened, whilst the existing Metropolitan Line terminus will close to passengers but be retained for stabling of trains. Transport and Works Act powers are to be sought in January 2012, with a three year construction period anticipated – see croxleyraillink.com One wonders whether Bakerloo Line stock transfers to the rest of the LU system may use this route, with battery locos over the Overground route from Harrow & Wealdstone. This would allow lifting of the two Jubilee Line links at Baker Street which are maintained for heavy use at both ends with few transfers actually taking place.

NF 8/12 – With the introduction of the new Hammersmith & City Line timetable on 11 December 2011, immediate changes saw a special notice issued with trains not yet stabling at Edgware Road because of work outstanding for S7 stock. Currently expected to end on 20 January, one extra train was stabled overnight at Aldgate and one at Hammersmith.

NF 9/12 – Further changes from 8 January 2012 on Sundays is the scheduled use of the new crossovers at Whitechapel by empty early morning trains. Train 204 starts from Moorgate at 06.35 instead of 07.00, and after shunting to the outer rail runs empty to Whitechapel to reverse (east to west in eastbound platform), departing at 06.54 and picking up its inner rail Circle Line passenger working from Moorgate at 07.01. Train 231 starts from Barking at 06.17 instead of 07.22 and runs empty to Whitechapel, reversing west to east in the westbound platform. It then departs empty at 06.45 to Barking bay platform to form its booked departure in service at 07.25 (but from platform 3 instead of platform 6).

NF 10/12 – The new ticket hall at Farringdon opened on the south side of Cowcross Street on Monday 12 December 2011. The existing LU entrance on Cowcross Street temporarily closed for refurbishment until 6 February with the entrance to the Underground station being on Turnmill Street until then. From 7 February, there will be three entrances – Turnmill Street and both entrances on Cowcross Street. Furthermore the lengthened FCC platforms opened for 12-car trains, which began running from the new NR timetable on 12 December 2011. Lifts in the new ticket hall will open in 2012. It is also interesting to note that with the extended train shed roof at the west end of the station, the 'canvas' type material over the west end footbridges has been removed. The former LU signal cabin is now hemmed in by the extended train shed roof. The two photographs (overleaf) were taken on the opening day.



The new entrance on the south side of Cowcross Street (*Above*), showing the main line departure screens on the right, with a view looking north west from the extended platforms (*Below*).

Both photos: Kim Rennie



Please use our new ticket hall



From 12 December 2011 the main entrance at Farringdon will temporarily close for improvement work.

The main entrance and exit for Thameslink route passengers will be through a new ticket hall at the south end of the platforms.

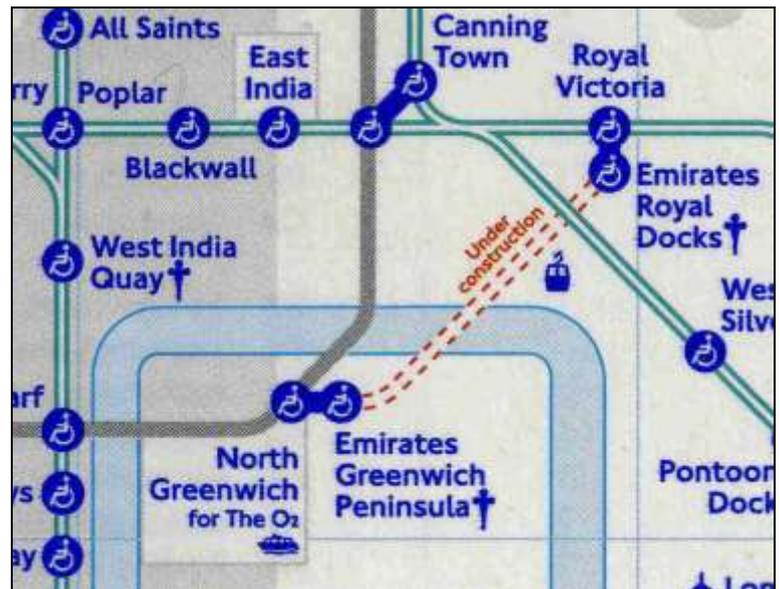
For more information visit:
thameslinkprogramme.co.uk

First Capital Connect

Left: First Capital Connect poster regarding the opening of the new ticket hall at Farringdon.

Photo: Kim Rennie

NF 11/12 – The latest “Tube Map” shows the Emirates “Air Line” as under construction which will link the Docklands Light Railway at Royal Victoria to the Jubilee Line near North Greenwich. The Emirates Air Line will be the first urban cable car system of its kind in the UK and is expected to open in the summer.



NF 12/12 – The height restriction barrier for the station car park at Chalfont & Latimer was decorated with tinsel over the Christmas period.

NF 13/12 – The Future Ticketing Project (FTP) is a ground breaking programme that will transform the way Passengers pay for travel. It will also reduce TfL’s cost of ticketing by establishing contactless payment cards (CPCs) as an alternative way to pay for travel. From early 2013 a new ticketing system will enable passengers to access the parts of the network which accepts Oyster by touching a contactless debit or credit card on the yellow readers. TfL will then make a single charge to the passenger’s card for all their daily travel. The scheme will be piloted on buses and the initial launch is expected to begin in March 2012. As this is a small scale launch initially the system will enable passengers to pay for single bus journeys with just a touch of their contactless payment card. The fare will not count towards a daily cap on Oyster. CPC acceptance will be launched on all TfL modes (Bus, Underground, DLR, Tram, London Overground) and National Rail in early 2013. Passengers will be able to use CPCs as an alternative to Oyster cards, this will speed up travel as they will no longer need to get an Oyster card or queue and load credit in advance. Staff will also be less tied up with small scale payment queries and available for customer service in the ticket hall. Oyster cards will continue to be available until they are replaced with a TfL branded contactless payment cards that will require loaded credit, much like pay as you go today. But the future system will reap the benefits of the improved fare calculation functionality that supports CPC use. Passengers will also be able to access a variety of self serve channels and features to manage their travel spend via a secure online account system hosted on the TfL website.

NF 14/12 – An eight-car train of 1992 Tube Stock on the Central Line vinyl ‘wrapped’ in a pink and white livery for the April 2012 digital TV switchover, was ‘launched’ into service on 9 January 2012. It comprises A-B units 91055 and 91063, and B-C units 93206 and 93256. On launch day it worked train 4 throughout the day. *Photos in next issue – Ed.*

NF 15/12 – New signalling at Edgware Road was commissioned on Friday 30 December 2011 for both C Stock and S(7) Stock trains. The upgrade work took place around the four platforms at

Edgware Road and the objective was to enable S7 trains, which are 23 metres longer than current stock, to run through the area and to maintain the current 24 trains per hour frequency. Existing signalling equipment in this area dates back to the 1920s and modifications made by the project included:

- Relocating signals so that they are visible to drivers in both C stock and S Stock trains.
- Removing five 'draw up' signals and installing new one-person-operation equipment.
- Modifying the equipment in Edgware Road signal cabin equipment.
- Introducing variable speed signs.

Variable speed signs are also known as switchable permanent speed restriction signs and represent a completely new speed controlled signalling feature for London Underground.