

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 46/12 – The Underground Olympic Legends Map is a unique interpretation of the Underground map in which each underground line is dedicated to a Summer Olympic sporting discipline or disciplines from basketball to track and field. The map not only celebrates multiple gold medal winning athletes but also features other extraordinary athletes who may not have won an Olympic gold medal but are recognised for their abilities or in some cases, famous defeats. The Underground Olympic Legends Map was designed by Alex Trickett and David Brooks

NF 47/12 – The COMMISSIONER'S REPORT dated 15 March 2012 stated that a new Control Centre opened at Beckton on Sunday 5 February, after four years of project planning and delivery. Trial operations of DLR services were undertaken. Following the successful completion of trials over the weekend 28-29 January, the centre came into operational use as the primary control centre for DLR. The current control centre at Poplar is being used as a backup facility.

NF 48/12 – Work has begun on the Stockley Interchange in west London, a crucial part of the Crossrail network that will allow Crossrail services to operate to and from Heathrow. When Crossrail services begin, even more trains will travel along the Great Western main line so work is needed to improve capacity. The current junction at Stockley allows trains to leave the main line and continue to Heathrow Airport. Network Rail, on behalf of Crossrail Limited, will build a new single track viaduct for all trains from Heathrow towards London. Work is due to complete in 2017. Existing train services to Heathrow will continue to run throughout. Stockley Interchange will allow Crossrail trains to join the branch to Heathrow without delaying – or being delayed by – fast trains to the west, thus increasing capacity and reliability on the Great Western main line. Network Rail is responsible for the design, development and delivery of the parts of Crossrail that are on the existing network, covering 70km (43.5 miles) of track and 28 stations from Maidenhead in the west to Abbey Wood and Shenfield in the east. The current junction at Stockley is used by Heathrow Connect in both directions and Heathrow Express in the London direction. The viaduct will start on the western side of the existing airport lines. It will then cross over all of the tracks in the railway corridor, turning eastwards and will continue on the northern side of the railway tracks. The viaduct will then widen and a junction for Crossrail and Heathrow Express services will be installed on the track. This junction will allow Heathrow Express services to cross above the slow lines and descend to main line track as at present. Crossrail services will remain on the northern side, descend on a second ramp and run on a dedicated track, which will then connect with the existing up slow line via a new junction constructed at a point just before Hayes & Harlington station. The timetable for the works is as follows:

- Late March 2012 – Installation of a retaining wall begins.
- February 2014 – Western flyover completed.
- December 2014 – Northern viaduct completed.
- September 2017 – Project completion.

NF 49/12 – 2012/13 LU Budget Milestones: The budget for 2012/13 was revealed at the March TfL board meeting, providing details of milestones for the coming year. The last A Stock has to operate in service by March 2013 to meet Department for Transport funding requirements. However, with the recent accelerated delivery of new trains there appears to be an aim of eliminating A Stock by the Olympic Games. Rail access to the new Neasden lifting maintenance facility will be available in December 2012, but the ability to lift stock will not be available until March 2013 when phase 2 of the depot resignalling will also be commissioned.

The first S7 delivery is not expected until October 2012, although an S Stock preview service on the H&C is planned for July 2012. A timetabled H&C service is not expected until December 2012 when Paddington infrastructure is to be completed, although Stepney Green to Bromley-by-Bow is not scheduled until March 2013. Permanent berthing for an S7 test train will not be available at Upminster depot until October 2012, and Ealing Common depot waits until January 2013. Provision for additional stabling of District Line S7 trains must await the 2013/14 financial year.

The SSR power upgrade package 2 will be commissioned by October 2012, which interestingly will support “Metropolitan Line (x53 S8), Circle Line (x48 S7C) and District Line (x23 S7D) trains in service”. Presumably S7C and S7D denotes the rolling stock to be replaced, rather than any difference in the new trains.

The Victoria Line upgrade should be fully delivered by July 2012, with a 33 train per hour timetable being introduced in March 2013. The Northern Line upgrade installation will be completed on the Barnet branch in July 2012, with progressive completion over the line to January 2013. System testing north of West Finchley starts in August 2012 and north of Highgate from February 2013. All 106 trains will be ready for ATO service by December 2012. Life extension work on the 28 battery locomotives will reach loco 3 in November 2012.

Amongst station works Bond Street 1 and 2 replacement escalators will enter service by June 2012, Highbury & Islington football event works will be completed by July 2012, when Green Park platform cooling will also be commissioned. Tramlink will see six new trams in service by July 2012. Trial operations on the new South London Line of Overground will commence in November 2012, with passenger services from the following month.

NF 50/12 – Platform ‘humps’ have been installed on both Piccadilly Line platforms at Earl’s Court, rather oddly where the escalators are, rather than where the lifts are (which is where the step-free is!).



NF 51/12 – New S7 stopping markers have been put up at Bayswater (*Right*), about one C Stock car’s length beyond the platforms. They are of a different design to the other S8, S7, SS boards around (*Above*).

All photos: Colin Smith



They have a ribbed front edge which catches the trains headlights, very useful when they are placed in a dark tunnel! The view (*Below*) at the east end of East Ham shows the ‘ribbed’ edge.



NF 52/12 – New station lighting is being installed at Sloane Square, replacing the lighting tubes installed in the early-1950s. It was quite advanced by mid-April 2012, although hadn't been switched on. There are rumours abound that the green and white 'trellis' tile scheme is to be replaced in the near future.



NF 53/12 – The photo (*Above*) was taken at North Wembley on Sunday 15 April 2012. There were no London Overground services on the Euston – Watford Junction route on this day, but the Bakerloo line was running a ‘normal’ service. The inability for the indicators to cope with the revised service is apparent!

Photo: Paul Leonard

NF 54/12 – Arriving at Bank DLR on 18 April 2012 at about 07.50 your reporter noted that there was a Woolwich train in which left after about three minutes. This was followed into the platform by a Lewisham train. This left at 07.59 and crawled along (or sat at various places) to somewhere approaching Limehouse (where the train captain said at 08.37 that the points problems had been fixed). After this we moved off more normally and reached Canary Wharf at 08.46. Depending on who you listened to, there were either minor or major delays on all routes – but in reality turned out to be quite major.

NF 55/12 – Reference NF 41/12, the eastbound platform at Bank also now (by mid-April 2012) has disability warning stones inside of the coping stones.

NF 56/12 – The temporary bridge across the south of Neasden Yard for contractors’ access was taken out of use during the last week of April 2012 and the short span was removed on Friday 27 April 2012.

NF 57/12 – Work is progressing on the installation of tactile strips at Earl’s Court and High Street Kensington, with work at the latter almost completed as this issue closed for press.

NF 58/12 – The platform extensions at Hammersmith & City Line stations between Goldhawk Road and Paddington were due to be commissioned between mid-April and the end of May 2012. Further details when available.