

# SSR UPGRADE

## Notes by John Hawkins

### SSR UPGRADE TRAINS PER HOUR (Based on previous service patterns):

Tph peak (off-peak)	Former Service		Current Service		Proposed Service	
<b>Metropolitan Line</b>						
Amersham	3.5	(4)	4	(2)	4	(2)
Chesham	2	#	2	(2)	2	(2)
<i>Combined service:</i>						
Chalfont – Rickmansworth	5.5	(4)	6	(4)	6	(4)
Watford branch	8	(6)	8	(4)	10 *	(6)
<i>Combined service:</i>						
Moor Park to Harrow-on-the-Hill	13.5	(10)	14	(8)	16	(10)
Uxbridge	10.5	(6)	10	(8)	12	(6-8)
<i>Combined service:</i>						
Harrow-on-the-Hill to Baker Street	22	(16)	24	(16)	28	(16-18)
Baker Street to Aldgate	14	(6)	15	(8)	16	(12)
<b>Circle Line</b>						
	7	(7.5)	6	(6)	8	
<b>Hammersmith &amp; City Line</b>						
	7 #	(7.5) #	6	(6) #	8	
<i>Combined service:</i>						
Hammersmith to Paddington	7	(7.5)	12	(12)	16	
Praed Street Jct to Edgware Road	21	(21)	24	(24)	32	
Edgware Road to Baker Street	14	(15.0)	12	(12)	16	
Baker Street to Liverpool Street	28	(21)	27	(20)	32	
Liverpool Street to Aldgate	21	(14)	21	(14)	24	
<b>District Line</b>						
Ealing Broadway branch	7	(6)	6	(6)	8	
Richmond branch	7	(6)	7	(6)	8	
<i>Combined service:</i>						
Turnham Green to Earl's Court	14	(12)	13	(12)	16	
Olympia to High St Kensington	2	(4)	3	(3)	4	
Wimbledon to Edgware Road	8, 7 #	(6)	6	(6)	8	
Wimbledon to main line	7	(6)	9	(6)	8	
Wimbledon branch	15	(12)	15	(12)	16	
Earl's Court to High St Kensington	10	(10)	9	(9)	12	
High Street Kens'ton to Paddington	14	(13.5)	12	(12)	16	
Earl's Court to Gloucester Road	21	(18)	22	(18)	24	
Gloucester Road to Tower Hill	28	(25.5)	28	(24)	32	
Tower Hill to Aldgate East	19	(12)	19	(12)	24	
Aldgate East to Barking	26 #	(19.5) #	25	(18) #	32	
Barking to Upminster	15	(12)	15	(12)	16	

# Note – Chesham former off-peak service was a shuttle train only until 12 December 2010. Hammersmith & City Line frequency includes alternate short-workings to Whitechapel in former service, and off-peak to Plaistow in current service. Wimbledon to Edgware Road former peak service included one short working to High Street Kensington only.

\* Proposed peak service to Watford (Met.) only. Proposed peak service to Watford Junction is 6 tph with 4 tph diverted to Rickmansworth.

### RAISED PLATFORMS FOR WHEELCHAIRS

The RVAR exemption applications for both S8 and S7 stocks provides further insight into raised platforms for wheelchair access. Current intention is to provide humps where step free platform access is available, or where all need to alight for reversing, but on near straight sections of platform only. The humps are said to only cover the middle two doorways of S8 trains, not the whole cars. They should be in position before S Stock enters service on a line.

Question 1 – For S8 should now be in position for Amersham, Chalfont, Chorleywood, Euston Square, King's Cross, Liverpool Street, Pinner, and Wembley Park. What happens with S7 at

Euston Square, King's Cross and Liverpool Street? Do they stop one car short if the 3-car is leading? This would allow S7 to use S8 hump. Or is there a separate hump for S7 if they stop on S8 mark with the 3-car leading? This would not be confusing if the S7 are always the same way around, and the stopping marks are fixed. But maybe the S8 stop up in the tunnel, and the S7 are able to stop in the platform. What if an S7 gets turned due to service disruption?

Question 2 – So for S7 on Hammersmith & City Line, should now be in position at Barking, East Ham, West Ham, Wood Lane platform 1, Paddington Circle platform 2, Paddington H&C, Hammersmith H&C, Barbican, Whitechapel, Aldgate East, Baker Street platform 6, High Street Kensington, Moorgate and Royal Oak. So is there only one hump assuming S7 are always right way round, or two humps to cater for wrong-way around trains? I suppose out the east-end of the line there are former long platforms that could have a stopping mark for each way around to ensure that the MS car middle doorways are over the hump, but would need an extra car length of surfaced platform. I don't know of two S7 stopping marks anywhere.

Question 3 – Then with S7 on the Circle Line what is in position at Blackfriars, Embankment, South Kensington? Surely they will need to cater for S7 both ways around along here with two humps per platform as the Circle Line will turn opposite way to the District Line, even if they attempt to keep all S7 facing the same way. If the Circle were arranged to be the same way as the District, then the H&C would be the wrong way to the District out to Barking! I assume the Circle Line humps are now in position for the entry into service of the S7 there. Of course, two humps would be confusing from wheelchair users – which one to wait by?

## **SSR UPGRADE**

ATO 'auto-reverse' testing will probably be first proved at Old Dalby test track, and then have a London S7 test train. Doesn't need to be in public service since demo of unstaffed reversals only, but will have test train driver aboard and observers. Can't see that much being controversial. But how much use will unstaffed reversal be on SSR? Almost all scheduled reversal is in platforms, and Amersham sidings are to be abandoned in the track plan. I think this will be a trial for widespread SSR resignalling allowing unstaffed moves to/from depots which will save a lot of paid walking time.

I think TfL claim SSR is 40% of LU system, so modifications to achieve the same on the Vic, Jubilee, Northern and perhaps Central will require a lot of work for another 30% and will therefore be lower priority, I should think. SSR will prove the practicality of the system, and provide experience before the Deep Tube project gets underway!

## **S STOCK GAP PROBLEMS**

Further to NF 119/13 and on page 480 of the September 2013 issue of *Underground News*, about S8 problems with platform gaps at Finchley Road (northbound), Baker Street (all) and Farringdon (westbound), similar problems are anticipated with S7 trains at Victoria (both platforms), Westminster (westbound), Mansion House (eastbound) and Monument (westbound) and similar precautions are to be taken. S7 trains are to non-stop these platforms if station staff are not available to assist passengers.