

THE FUTURE STARTS NOW

by John Hawkins

A special edition of the LU staff magazine *On The Move* appeared in March 2013 with the title "The Future Starts Now". It provides a useful summary of current developments across the system, emphasising how complex the organisation is and how widespread are planned changes, although most would be familiar to regular followers of this Journal. The next wave of station upgrades from 2016 are listed to follow on from the current Crossrail related rebuilds, along with Victoria and Bank. Design work is under way for Elephant & Castle and Holborn, whilst Paddington (probably District & Bakerloo), Camden Town and Victoria (District & Circle) are also listed. All presumably depend on a funding agreement with Westminster.

Also noticeable is a new image of the proposed deep tube train. The Siemens design concept was seen at the 2010 TfL Aldwych exhibition, and has had many outings since (page 604 *Underground News* December 2012). Alstom and Bombardier were also invited to submit design ideas, but these have yet to be published. The new design appears to be a development of a TfL design of 2011 which was used in the Trade Union information sessions of that year. The principal change is a more rounded train end and a development of the corporate livery. The dark blue skirt became a waist level narrow stripe incorporating the roundel centre bar where it appeared on car sides. However, a dark grey skirt has now been added along the train. The doors incorporate much more glass, and their sensitive edge appears as a light blue vertical stripe. Headlights have been replaced with an illuminated edge to the front glass in this artist's impression.

There is a forecast of 190+ new trains in the next ten years, but with a fleet of 133 S7 stock trains to be delivered this leaves only some 57 deep tube trains. That is insufficient for all but the Bakerloo Line, perhaps with a few trains for the Battersea extension and the Waterloo & City Line included. It is expected that 50% of the network will have been resignalled by then but since this includes the SSR and Northern Line, there can't be any other line included and therefore no driverless operation of the new trains. The deep tube programme is currently under development, so obviously these are only preliminary estimates. There is also a forecast of 160+ refurbished trains, with the Jubilee Line train refurbishment programme following on from the Northern Line one which is just under way.