

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 100/13 – Posters announcing the new Royal baby (*Left*) were displayed at stations soon after the birth. The background comprises light blue baby footprints, the pram in bright blue with the name 'George' on the roundel, and dark blue for other lettering. The posters were supposed to be removed by Friday 26 July but this one was still on display that afternoon.

Photo: Brian Hardy

NF 101/13 – With reference to NF 57/13, work on the subway at Chalfont & Latimer is approaching completion with a new stainless steel ceiling being installed in the subway. Passengers can no longer glimpse the wheels of trains passing overhead through a crack!

NF 102/13 – Significant embankment work has been taking place on the south side of the line between Chalfont & Latimer and Chorleywood since May. A large works compound has been set up off Lodge Lane, and the work between there and Chalfont appears to be complete. It is continuing on the opposite side of the road towards Chorleywood.

NF 103/13 – Signs asking passengers not to run have been noted on the northbound platforms at Finchley Road (presumably as a result of the incident there on 14 December – see *Underground News*, February 2013, page 71).

NF 104/13 – For some time now, the 'light box' train indicator on the eastbound/outer rail platform at High Street Kensington distinguishes between the different lines' trains terminating at Edgware Road. There are two destinations: "EDGWARE ROAD" (for District Line trains) and "CIRCLE LINE to EDGWARE ROAD" (for Circle Line trains).

NF 105/13 – Small plates with black writing on a white background have been seen on the Metropolitan Line between Finchley Road and Baker Street indicating the start and end of track circuits.

NF 106/13 – Bridge D124, which carried the east- and westbound District Line over the East London Line at the end of Whitechapel station was (mostly) removed over the weekend of 20/21 July 2013. (*Bridge D124A carries the current eastbound line over, while bridge D124B carries the present westbound line over*). During the same engineering weekend and with reference to NF 91/13 in the August issue, only one of the yellow diamond 1980s OMO signals on the eastbound at Bow Road (that nearest to the platform) remains in situ.

NF 107/13 – Further to the photo and notes in "Newsfile" (August issue) the memorial commemorating the 1975 Moorgate train crash was 'unveiled' in Finsbury Square on Sunday 28 July 2013. The event at 11.00 included a memorial service attended by survivors and the friends and families of those who died. Representatives from TfL and London Underground attended, alongside other London Underground staff plus representatives from London Fire Brigade, Metropolitan Police

and the City of London Police. The Memorial was unveiled by David Meara (Archdeacon of London) and David Brewer (Lord Lieutenant of London) and is situated in the south west corner of Finsbury Square. After much campaigning by the family of one of the victims (Thomas Thrower) and historian Richard Jones, this tragedy of 38 years ago has, at last, been duly recognised. TfL also has plans to unveil a memorial plaque in the station next February on the 39th anniversary of the tragic incident.

NF 108/13 – The formal order to extend the Metropolitan Line to Watford Junction and build two new stations was granted by the Secretary of State for Transport on 24 July 2013. The £118m Croxley Rail link will run from Croxley station through new stations located on Ascot Road and Vicarage Road, then joining the existing Network Rail south of Watford High Street to Watford Junction. Construction work is due to begin in 2014 with completion scheduled for 2016. The Mayor of London also announced consent to close and discontinue passenger services to and from Watford Metropolitan Line station once the new line is opened. Possible names for the two new stations are being discussed with Hertfordshire County Council, Watford Borough Council and Three Rivers District Council.



NF 109/13 – A view looking north from Highfield Road bridge (Above) towards Northwood station on Sunday 28 July 2013. The reversing siding (No.21 road) may be seen just left of centre. To the right of that is No.22 road with the 'spur road' to the right of that. It will be noted that both No.22 and the spur road are in the process of having current rails laid. About mid-July the ramp used most recently to transfer C stock to road vehicles was removed and the track extended in parallel with the other unelectrified siding and terminating at the same point, currently either without stop blocks. Both pieces of track have been re-ballasted and a third and fourth conductor rail have been laid on each but clearly not connected. The rail head of the new extended siding appears dead level with the adjoining hard stand. Further information would be appreciated.

Photo: Brian Hardy

NF 110/13 – With all the working going on around the south side of the Circle Line for the introduction of S7 trains, it has been noted that nothing has been done yet on the centre bay platform at Mansion House – no new train arrestor, S7 stopping chevrons and CCTV cameras for in-cab CCTV. On that basis, it is assumed that test running on the Circle Line (see NF 111/1, opposite) excludes Mansion House bay platform for the time being?



NF 111/13 – Wednesday 10 July 2013 was the first time that S Stock operated in traffic hours on the District Line (empty) to Olympia, High Street Kensington and via Notting Hill Gate to Edgware Road, also visiting Triangle Sidings (see page 456, this issue). Unit 21340/39 was used.

The first trip in traffic hours on the District Line via the south side of the Circle Line took place on Sunday 28 July using unit 21352/51 which is seen (*Left*) on 31 July at South Kensington.

Photo: Brian Hardy



NF 112/13 – Brompton Road disused Underground station, which housed the command bunker for London's anti-aircraft defences during the Blitz, is to be sold off and is expected to fetch more than £20 million. The station closed in 1934 because of a lack of passengers, but gained a new life during the Second World War as a headquarters for gunners fighting waves of Hitler's bombers. The station has been owned by the Ministry of Defence ever since and is home to local university cadet groups. The MoD has now announced it will sell the 28,000 square foot building close to Harrods as part of cost cutting, and expects to make more than £20 million. Brompton Road station opened in 1906 on the Piccadilly Line and the building still bears the distinctive red-glazed tiles of many other stations along the line of route.

Photo: Kim Rennie