

# 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 145/13** – At Baker Street the passage between northbound Jubilee and Bakerloo lines at the north end of platforms has been retiled, along with some of the connecting passages. Photographs in the January issue of *Underground News*.

**NF 146/13** – Further to NF 144/13, platform staff provided to attend S7 trains have now been provided at:

Finchley Road platform 1 – 16.00 to 24.00.

Baker Street platforms 1, 2, 3 & 4 – 13.00 to 23.00.

Farringdon platform 2 – 16.00 to 23.00.

Victoria platforms 1 & 2 – traffic hours.

Westminster platform 1 – traffic hours.

Mansion House platform 3 – traffic hours.

Monument platform 1 – traffic hours.

From 1 November 2013 the following two stations will be added to the above list – Aldgate platforms 1 & 4 and Tower Hill platform 1 – both during traffic hours

**NF 147/13** – At Baker Street platform 1 a six month trial of under-platform flashing linear blue lights began from start of traffic Friday 4 October 2013. Installed beneath the platform edge in platform 1, the blue lights should be noticed once a train arrives and then switch off again as the train is departing. After being commissioned, it was soon discovered that the system did not work as intended and they were taken out of use for further modifications. They were noted as working again on Friday 11 October but then intermittently but more reliably by the end of the month.

**NF 148/13** – It was announced on 14 October 2013 that Strathclyde Partnership for Transport is to work closely with scientists from Glasgow Caledonian University (GCU) to convert unwanted ingress water from the Subway into a sustainable heat source. The pioneering technology will be developed over the next two years as a result of the Knowledge Transfer Partnership (KTP) between SPT and GCU and builds on SPT's existing energy efficiency strategy. The GCU team will support SPT in developing a financially and environmentally effective method of harvesting heat from the water, allowing SPT to offer an even more efficient service and further improve customers' experience of the system. Water in the underground tunnel has a temperature of around 14°C, which is sufficient for obtaining heat. That heat will be extracted using energy efficient pumps to suck up warm water and use the heat to warm stations and nearby buildings. If successful, the technique would cut both heating and maintenance costs and reduce disruption for Subway passengers.

**NF 149/13** – The Postal Museum near Farringdon station has filed an application to revamp the Mount Pleasant part of the tunnels and open them up to the public. The planning application, made to the London Borough of Islington, seeks approval for the repurposing of ground level workshops, the car maintenance depot and part of the underground tunnel network around Mount Pleasant, home of the world's oldest mail centre. One of the proposals include public rides in specially built 'carriages' between the depot, to the station, round one of the loop lines, and back to the depot. We await developments with interest.

In the meanwhile, the 18 'stored' (since the early-1980s) trains of 1930-36 English Electric Stock in the disused tunnel at Rathbone Place have been removed and are now parked in and around the station and tunnels at West Central District Office in High Holborn. These had to be moved because the unused tunnel was required for access for work at Tottenham Court Road station (Crossrail and LU station upgrade). The four trains of 1980 Greenbat Stock hitherto stabled in the westbound platform have been moved into the westbound tunnel, west of the station.

**NF 150/13** – Noted on 16 October 2013 was that a new iron staircase had been installed on the closed and disused westbound SSR platform at King's Cross. Maybe this is a new emergency exit facility?

**NF 151/13** – The Leyland tractor, commonly known as the Northwood shunter, is seen (*Below*). Maybe it should be given an unofficial underground number?

**Photo: Alfred Randall**



**NF 152/13** – On Saturday 5 October 2013 it was observed at Moor Park during the Metropolitan Line shut down Northwood/Uxbridge – Aldgate, at about 11.30 the Southbound Local platform indicator displayed: 1 Metropolitan Line train 3 mins, 2 Check front of train 4 mins, Metropolitan Line train 9 mins. These descriptions changed from time to time and also included a “Not in service” description at one point. On the Southbound main line platform indicator the initial description of Harrow-on-the-Hill 9 mins had, by the time the train arrived, changed to Check front of train. *[Not sure whether the typical description is Metropolitan line train or Metropolitan train.]* It would seem the local line train describer was having an electronic crisis.

**NF 153/13** – The TfL Travel Information Office at Euston is reported to be closing on 30 October 2013 without replacement.

**NF 154/13** – The height restriction barriers at the entrances to the car parks at both Chalfont & Latimer and Chorleywood have been completely removed.

**NF 155/13** – Embankment stabilisation work is now taking place south of Pinner.

**NF 156/13** – The Investment Programme Report for April – June 2013/14 – gives further details of the Future Station Capacity Programme, which looks at station capacity constraints and plans future station schemes. The first group of studies completed were for Holborn, Paddington (Bakerloo), Camden Town, Victoria (District and Circle), Embankment, Kennington and Old Street. Victoria is to be incorporated into the current Victoria Station Upgrade. Schemes at Holborn, Camden Town, Elephant and Castle, Old Street and Paddington (Bakerloo) are to be developed to the next stage of design. The second group of feasibility studies for Baker Street, Piccadilly Circus, Moorgate, Harrow-on-the-Hill and High Street Kensington are about to commence.

**NF 157/13** – The TfL Projects and Planning Panel reviewed the Jubilee Line World Class Capacity Project at its meeting on 3 October 2013. This is currently a feasibility study to increase service levels on the Jubilee Line from 33tph to an expected 36tph without major infrastructure or signalling investment. Up to sixteen additional trains will be required, depending on the chosen service frequency, with a preferred option to be decided in April 2014, and project completion anticipated for Spring 2018. The TfL Board Meeting on 25 September 2013 already learnt in the Commissioner’s Report that “the five trains needed for the Northern Line Extension will form part of a larger order for the further capacity increases planned on both the Jubilee and Northern lines, including ‘Northern line upgrade 2’”. The TfL Finance and Policy Committee on 17 October 2013 reviewed the Northern Line Extension, and noted that rolling stock and signalling contracts are due to be awarded in

autumn 2014, long before the contract for a prototype train for the Deep Tube Programme goes to tender in 2016.

**NF 158/13** – Further to NF 127/13 – The DLR is to deliver double tracking between Bow Church and Stratford in three phases with phase 1 from Pudding Mill Lane station east to Waterworks River undertaken in conjunction with 2013 Crossrail works, allowing a four minute headway rather than the current five, according to papers of the TfL Projects and Planning Panel meeting of 8 January 2013.

**NF 159/13** – Because of the World Travel Market event at ExCeL London, a special service was provided on the Docklands Light Railway from Monday to Thursday 4 to 7 November 2013 with differing patterns of operations at certain times during each day. The scheduled service intervals were as follows:

	05.30 to 06.30	06.30 to 09.30	09.30 to 12.00	12.00 to 15.30	15.30 to 19.30	19.30 to 21.00	21.00 to 00.30
Bank – Lewisham	10	4	8	4	4	5	10
Bank – Woolwich Arsenal	10	8	8	8	–	10	10
Bank – Beckton	–	–	8	–	8	–	–
Stratford – Canary Wharf	10	12	6	6	6	6	10
Stratford – Lewisham	–	12	–	–	–	–	–
Tower Gateway – Beckton	10	8	8	8	8	10	10
Canning Town – Prince Regent	–	8	–	–	8	–	–
Poplar – Woolwich Arsenal	–	–	–	–	8	–	–
West Ham - Beckton	–	–	8	–	–	–	–
Stratford International – Woolwich Arsenal	–	8	–	–	8	–	–
Stratford International – Beckton	10	–	8	8	–	10	10

**NF 160/13** – At long last some of the dot matrix indicators and recorded announcements had been noted in use at Alpertown, Park Royal and North Ealing on Friday 18 October 2013. These were installed when these stations were refurbished in 2005 and 2006 and until now have never given any useful information. Those at Sudbury Town, Sudbury Hill and the Uxbridge branch (where installed) were checked on 24 October – and were not yet working! Noted on 3 November 2013, however, was that the westbound indicator at Hounslow East was at last working!