

NEWSFILE

HAMMERSMITH & CITY 150



A final look at the Hammersmith & City Line 150th anniversary celebratory train, with No.12 Sarah Siddons at Moorgate (*Left*) and No.1 at Hammersmith (*Right*).

Photos: Alan Blake (Left) and John Polley (Right)

STEAM RETURNS TO CHESHAM

The Bluebell Railway's superbly restored Metropolitan coaches, along with first class Jubilee coach 353 and Milk Van, provided trips between Rickmansworth and Chesham on Saturday and Sunday 16/17 August 2014. There were three round trips, departing Rickmansworth for Chesham at 11.51, 13.51 and 15.51. Further passenger-carrying trips included the outward run from Wembley Park northbound (10.23) to Rickmansworth and the last run (15.51 from Rickmansworth to Chesham) took passengers on the way back to Harrow-on-the-Hill. This weekend's operation was based on Ruislip depot, whereas the previous trips on the Hammersmith & City Line were based from Northfields because of the Uxbridge line 'blockade'.

Between 11.30 and 17.00 Chesham was out of bounds to normal fare-paying passengers, with a replacement 15-minute interval bus service being provided to and from Amersham. During this period, Chesham through trains were diverted to serve Amersham instead, which had 6 trains per hour (4 LU and 2 Chiltern) instead of the usual 2+2 per hour.

The closure of the Chesham branch saw two reasons being advertised to passengers – the TfL website correctly stated “for the operation of London Transport Museum steam trains” but BBC text page 436 stated “engineering work”!

The Bluebell's Metropolitan coaches last operated (in three-coach push-pull mode) on the Chesham branch 54 years ago in September 1960.

IN CHALFONT & LATIMER BAY PLATFORM



The Strabag SF02 Truck Road Rail Milling Machine is seen stabled at Chalfont & Latimer bay platform on Monday 11 August 2014. It was transferred from Northwood No.22 siding on Sunday/Monday 10/11 August 2014. Over the subsequent days the machine was scheduled to 'mill'

the track in the Amersham – Rickmansworth area. It is named ‘Einstein’, and has a picture of the great physicist on its side at the trailing end.

Photos: George Odlum (Left) and Julian Gajewski (Right)

SOUTH KENSINGTON EXTERIOR RESTORED



The exterior of the former Piccadilly Line station building at South Kensington has been restored and has now been uncovered for all to see. Rumour has it that the façade had no supporting structure behind it so work had to be undertaken urgently before it became a potential building collapse!

Photo: John Polley

Built in 1906, the building in Pelham Street was originally the entrance and exit to the Piccadilly Line where lifts took passengers down to platform level. The arrangement of the lifts was unusual in that with the westbound platform being lower than the eastbound, there were two lower lift landings. Designed by Leslie Green, the building features the distinctive ox-blood red glazed terracotta façade and is a Grade II listed building. It was taken out of service in the 1970s, following the introduction of escalators at the station and the creation of one common booking office. Damage and wear and tear over the years has resulted in cracked tiles, water stains, rotten window frames and vegetation growing on the roof. Following discussions with the Royal Borough of Kensington and Chelsea, a listed building consent was granted for the work. As work progressed it soon became apparent that some steelwork beneath the tiles was in a poor state. This was either repaired and treated for future protection, or replaced with new steel beams. Over 1,800 individual terracotta tiles were replaced.

HAMPSTEAD REVERSERS



Over the weekend of 23-25 August, Northern Line services were curtailed at Hampstead because of engineering work. One such (unrefurbished) train is departing Belsize Park.

Photo: Tim Easter

RETURN OF THE METROPOLITAN COACHES



The Bluebell Railway's restored Metropolitan coaches were returned to their owner on 27 August 2014, having successfully worked the Hammersmith & City celebrations on 2 and 9 August and on the Chesham service on 16/17 August. Headed by class 73 electro diesels, the coaches are seen passing Kensington Olympia heading 'south'.

Photo: Tommy Cooling