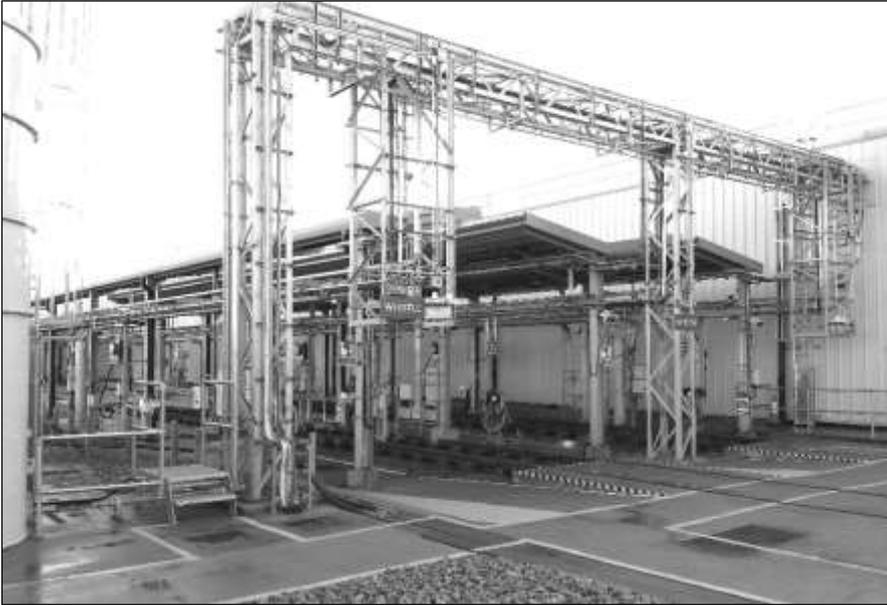


NEWSFILE

NEASDEN DEPOT



Taken on 9 January 2015 (*Left*) this photo shows the new roads for refilling S Stock de-icing tanks in Neasden Depot. Note also that there are facilities to fill sand boxes. Is S Stock the first stock on the Underground to have sand boxes? It is thought that the sand boxes will not be used until the new signalling is installed, as at the moment sand could interrupt track circuits.

Photo: Alfred Randall

TOTTENHAM COURT ROAD

A new entrance to Tottenham Court Road Underground station opened early Sunday afternoon on 12 January 2015. The old entrance, along with escalators 1/2/3, 4/5 and 6 have also been taken out of use while work begins on the 'Central Line' part of the station, now closed until December 2015. Six new 'Schindler' escalators and new passageways lead to the Northern Line platforms. From the new entrance, three escalators (12/13/14) lead down to the ticket hall (without a ticket office, of course) and beyond the gate line three further escalators (7/8/9) go down to a lower level, from where passageways and stairs lead to the platforms.

S STOCK DEVELOPMENTS



The first District Line S Stock from and to Upminster in passenger service operated on Friday 16 January 2015 and is seen at Kensington Olympia (*Left*). The two headboards carried to mark the event are seen (*Above*) and are features provided by Trevor Wright at all District Line S Stock milestones.

Both Photos: Trevor Wright

In the meanwhile (*Below*) S7 Train 59 (21301-21302 and named "HM Queen Elizabeth II") passes through Chiswick Park on the westbound 'fast' (Piccadilly Line) on 5 January 2015 on a signal sighting trip.

Photo: John Heathcote



STRANGER AT HARROW

Photographed on Wednesday 21 January 2015 (Left) at Harrow-on-the-Hill, L45 and wagons (with L47 in the distance) reversing south to north in Harrow siding at approximately 15.05. This is a very unusual time for an engineer's train to be about on the system.

Photo: Alfred Randall



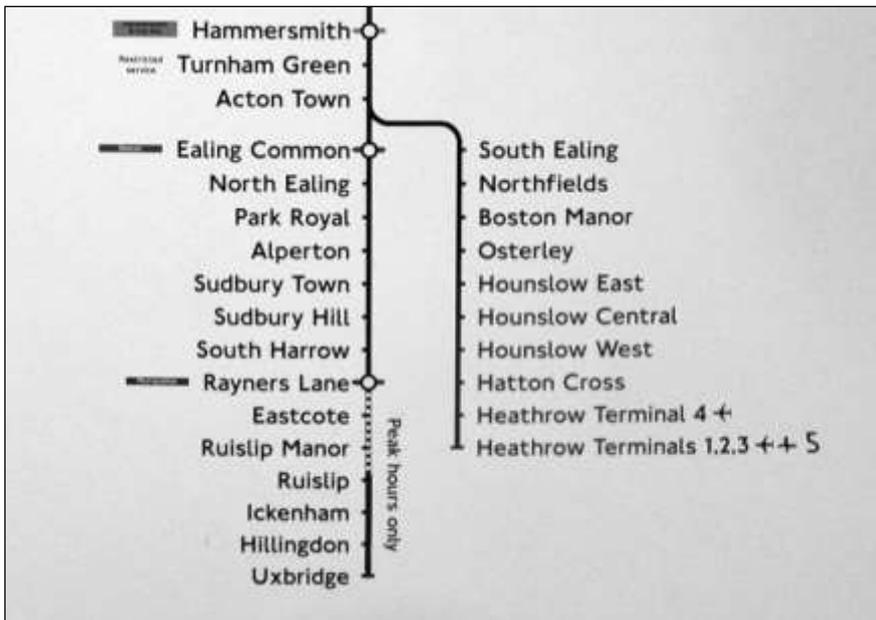
ON THE PICCADILLY

Below: (Left) The Speno Rail Milling machine was out on the test track for brake testing on 14 January 2014 and is seen at Northfields on the eastbound 'local' line.

Photo: Tommy Cooling

Below: (Right) Like the 1996 Tube Stock on the Jubilee Line and the 1995 Tube Stock on the Northern Line, the Piccadilly Line's 1973 Tube Stock is being fitted (at Northfields) with new destination and train set number displays as seen at Hammersmith on DM 247 on 13 January 2015. The destinations are in lower case lettering and they are far more readable than hitherto.

Photo: Julian Gajewski



SOUTH KENSINGTON

Part of a line diagram at South Kensington as seen (*Left*) on 14 January 2014. Points to note are:

- The 'doctored' arrangement at Heathrow with T5 trains calling at T4, T123 and then T5!
- The service between Rayners Lane and Uxbridge purports to be peak hours only between Rayners Lane and Ruislip. However, the Piccadilly Line between Rayners Lane and Uxbridge hasn't been 'peak hours only' since 22 July 1996 – over 18 years ago!

Photo: Tommy Cooling



AU REVOIR D STOCK

One of the first two cars of D Stock to leave LU for 'pastures new' on Monday evening 19 January 2015. DM 7058 is seen on a low loader outside the LT Museum Depot and with trailer car 17058, were the first pair to head to Vivarail at Long Marston for conversion into diesel trains (see also page 142, this issue). By the end of January, 13 cars were at Long Marston and five (UNDM) cars had left for scrapping at Booths in Rotherham.

Photo: George Odium

CHANGES IN THE CITY

Over the weekend of 24/25 January 2015 and during the suspension of SSR services east of Baker Street, the disused signal cabin at Barbican was demolished, having been under threat for a couple of years if not more. Two weeks previously, the area around the cabin was hoarded off leaving a narrow section. Post demolition has left just a steel supporting frame – before (*Below Left*) on 1 August 2007 and after (*Right*) on 3 February 2015. The signal cabin was opened by the Metropolitan Railway in November 1932.

Photos: Brian Hardy (left) and Tommy Cooling (right)



The long awaited programme to upgrade SSL track layouts in preparation for resignalling (see *Underground News* August 2011, page 453) is now expected to start at Christmas 2015 with the installation of a new high-speed scissors crossover west of King's Cross to replace the trailing crossover east of the station. The intention is to improve service resilience, with a capacity to reverse over 20tph east to west from the two platforms after commissioning early next year. This compares with the current 24tph off-peak service, 27tph peak, and 32tph planned peak service. (*Your writer finds this capacity disappointing for service resilience – Brixton is planning to achieve 36tph over a similar layout*). In preparation, the (trailing) hand-worked points connecting the westbound line to the little-used engineers spur were removed on the weekend of 24/25 January 2015. (*This was commissioned on 17 January 1993 but was hardly ever used, if at all*).

NOTED ON 30 JANUARY 2015



Above: A new shafthead building has been constructed at London Bridge, adjacent to the main-line railway viaduct, where the old C&SLR building used to stand.

Right: Canada Water has a permanent roundel sign on the southbound Overground platform which isn't in New Johnston lettering, which has been in situ for some time.

Both photos: Antony Badsey-Ellis

