

# 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](mailto:editorUN@lurs.org.uk)

**NF 111/15** – Further to the notes on page 424 of the August 2015 issue of *Underground News*, it appears that the re-tiling work at Sloane Square has been completed, with more work elsewhere on the station to be done at a later date.

**NF 112/15** – In the absence of settlement of the Thales resignalling contract (*now settled – see next issue. Ed*), minor contracts for preparatory works have been agreed to avoid delaying the whole project. Some details are emerging. Hammersmith and Lillie Bridge will become fully signalled sidings. Metropolitan Line trains will be able to serve Neasden and Willesden Green when required. S7 trains will continue to run empty to Wembley Park and Neasden Depot via Harrow-on-the-Hill, whilst S8 trains will be able to run empty to Upminster and Ealing depots via Liverpool Street.

**NF 113/15** – *Below:* Oddly, and for reasons as yet unexplained, West Kensington (*Left*) and Boston Manor (*Right*) have gained 'proper' lined-out roundels in place of the white table-top version, the replacements being crudely applied and similar to how Temple was dealt with a few years ago (but with a different style of roundel).

Both photos: Colin Smith



**NF 114/15** – TfL has warned Underground, train and bus passengers paying with Apple Pay on iPhones and Apple Watches not to let their batteries run flat or they could get stuck at gates and face penalty fares. As with other smartphone payment systems including EE's Cash on Tap, Apple Pay only works if a device has power. It warns that, if the battery runs out in the middle of a journey, a user will not be able to tap out, which means they could be charged a maximum fare.

**NF 115/15** – At the start of the evening peak on 21 July 2015, Bank-bound DLR trains were being diverted at Royal Mint Street onto the eastbound line and thus ran wrong road into Bank platform 9, where alighting passengers had to battle out through all those waiting on the platform ....

**NF 116/15** – The trackside wall panelling on the Piccadilly Line platforms at Leicester Square have been removed, exposing the tunnel lining segments.

**NF 117/15** – The ticket office windows at Green Park have been filled in and tiled over, with no trace remaining of where they were. Other ticket hall closure dates are as follows: South Woodford – 16.03.15, Snaresbrook – 18.05.15, London Bridge – 18.05.15, White City – 18.05.15, Woodford – 26.05.15 and Gloucester Road – 01.06.15.

**NF 118/15** – In Hong Kong, all 93 of the first-generation trains in operation on the Kwun Tong, Tsuen Wan, Island and Tseung Kwan O lines (which were built by Metro-Cammell in Birmingham) are to be replaced. The MTR Corp has awarded CSR Qingdao Sifang a HK\$6bn contract to supply 93 eight-car

metro trains. Deliveries are scheduled to take place between 2018 and 2023, with the first train entering passenger service from the end of 2018.

**Below:** How great was Metro-Cammell in 1978 with four types of Underground train in production. From left to right (and large to small!) Hong Kong, Tyne & Wear Metro, 1973 Tube Stock for the Piccadilly Line and cars for the Glasgow Subway. The D Stock for the District Line was about to follow, making five stocks in all under construction.



**NF 119/15** – Extra trains for the Jubilee and Northern lines are considered in a paper for the TfL Finance and Policy Committee meeting on 30 July 2015. Of four interested bidders, three are invited to tender in September 2015 with a view to contracting in October 2016. Additional trains are required for the Jubilee Line World Class Capacity project by April 2019, for the Northern Line extension by January 2020, and for Northern Line upgrade 2 by April 2021, after the Bank station capacity upgrade. The Jubilee Line will go from the current 30tph peak to 36tph, and the Northern Line from the current 22/26tph to 30tph without a split in services. A further Northern Line upgrade 3 is under consideration to achieve 33/36tph with a split of branches once Camden Town station is enlarged by April 2023. The order is planned for a minimum 34 trains, with a possible total of 68 trains. The original notice back in April 2014 was for between 11 and 63 trains. The Jubilee Line requires a minimum of ten 7-car trains, with a possible maximum order of 18 trains. The original notice was for between 6 and 13 trains, but the October 2014 Finance and Policy Committee meeting put the order size at 10 with those trains to provide a West Hampstead to North Greenwich peak shuttle service. At the time there seemed doubt that 36tph could be achieved, and perhaps 18 trains would provide for all services to reach Stanmore in the peaks. The Northern Line original estimate was for between 5 and 50 trains, with the most likely order for 24 6-car trains. That remains the position except that Upgrade 2 has been confirmed so there will be five trains for the Battersea service and at least 19 trains for Upgrade 2, but perhaps a further 26 trains. Upgrade 3 is mentioned as requiring only a further 6 trains, so the higher total is unclear. The new trains will be of similar overall dimensions to current trains, with similar cab controls to minimise training needs. There is no mention of upgrading the current trains in ways to reduce differences with the new trains, as was included in the original notice. Both continuous and discontinuous build scenarios will be evaluated. Consideration was given to using the current Jubilee Line trains to boost the Northern Line, with a new fleet for the former, and alternatively to providing new trains only for an Edgware to Battersea service. The New Tube for London is not expected early enough to be used for these line upgrades.

**NF 120/15** – The steps and landing surfaces on the footbridge at Amersham are being renewed. The ticket office closed on 6 July – initially the window was covered with the type of metal grille used for sealing up abandoned buildings to prevent trespass, but this has now been removed again.

**NF 121/15** – Battersea Extension notes as at 2 June 2015:

- At Nine Elms the demolition of Covent House has been completed, following the demolition of the boiler house and chimney on the site. Processed material from these demolitions is now being used in the construction of the piling mat, which is the base on which the station box will be excavated. Site accommodation has also been installed with the fit out of these ongoing. This accommodation will be used for offices and welfare by the Nine Elms project team. Removal of ground obstructions continues and a pedestrian walkway and vehicular ramp has been installed at the end of Pascal Street.

- At Kennington Park the archaeological surveys conducted here have concluded and there were no 'finds'. The removal of the topsoil and ground preparation for the installation of site cabins is taking place. Utility works in Kennington Park and at Kennington Green are ongoing.
- Ground obstruction removal at the Battersea site has been successfully completed and piling has started in the crossover box excavation. Bases for the conveyor have also been constructed. This conveyor will transport excavated material from the site and tunnelling works to the jetty and away by barge, with the aim to remove over 70% of excavated material by river. This will significantly reduce the need for lorry movements made by the project.

**NF 122/15** – Job advertisements appeared on 23 July 2015 for Sir Peter Hendy's job as Transport Commissioner for London. No salary was quoted but applications were to close on 14 August. The job is described as leading the delivery of a budget and business plan which sustains the capital's economic growth into the next decade, working closely with Mayor, government, the police, boroughs, business, customer and user groups and many other stakeholders to provide safe, reliable and integrated transport for Greater London. To succeed applicants would need a track record of successful leadership and strategic management of a large and complex organisation along with the skills of management of a large budget and delivery of large and complex transport operations in a major city. Also needed was a high degree of political sensitivity and the stakeholder management skills to deal with many competing issues ..... We await the outcome with great interest!!



**NF 123/15** – Further to NF 110/15 in the August 2015 edition of *Underground News*, the former 'bricked up' ticket office windows at West Ruislip have been tiled over (*Left*), matching the other surrounding tiles, so at least it is tidy and presentable. However, it is still like the *Mary Celeste* with no staff around. Indeed, on 20 July 2015, even the station operations room was in darkness and the ticket gates 'open'.

**Photo: Brian Hardy**

**NF 124/15** – Red 'combs' have been fitted to the ends of the Jubilee Line escalators at Green Park. Presumably these increase visibility and therefore safety. See also pages 474/476 of this issue re Heathrow T123.



**Above: NF 125/15** – Readers may have seen the advertisement on TV for the Apple iPhone 6, a small section of which features ‘Kennington’ Underground station. The entrance to the station is genuinely at Kennington but the platform level sequence is in fact Aldwych with a Kennington station name roundel. Seen on 20 July 2015 is a trackside advert for the iPhone 6 at Holborn on the eastbound Central Line which is genuinely photographed at Kennington.

**Photo: Brian Hardy**



**NF 126/15** – Work on a world-first tunnelling project is underway that will significantly reduce the amount of repair work needed on the Metropolitan Line and disruption to passengers. The three-year project has involved the creation of a 15-metre replica of the Baker Street to Finchley Road tunnel, which allows the team to test materials and working methods beforehand for complex track renewal, ahead of work starting in June 2015. The original plan for im-

proving the tunnel and replacing this section of track involved a 22 week blockade. Most of the work will be done in engineering hours. A replica ‘tunnel’ is has been built in Northwood sidings (*Left*). The difficulty with this project lies within the different types of track that currently exist and comprises twin and single bore tunnel track, covered ways and open sections. These must be renewed and turned from ballasted track to slab track in the tight tunnel space. Slab track has been delivered before but never in this situation using this methodology. Other work that must be completed includes renewing a set of points and the drainage within the tunnel, as well demolishing one bridge and refurbishing another.

**NF 127/15** – Having read the Commissioners report to the TfL Board, and the 2014/15 draft annual report, and the London Underground and London Rail Our Plan 2015/16, all there is to offer is this:

Giving a scale to the upcoming second upgrades, the World Class Capacity projects promise capacity increases of 5,000 more passengers per hour on the Victoria Line, 10,000 more on the Jubilee and 18,000 on the Northern Line. Northern Line Upgrade 1 still promises 32tph to Morden by August 2016. Upgrade 2 for the Victoria Line is in implementation for mid-2016, for the Jubilee Line is in design for mid-2019, and for the Northern Line is in feasibility for mid-2021. Train service options are still being assessed for the Northern Line Upgrade 2 and a single preferred option is to be selected by the end of 2015. Whilst the ambition for all lines is 36tph, the Jubilee Line plans at least 34tph and the Northern

Line at least 30tph, with off-peak services of 27tph on all three lines. The invitation to tender for additional trains should be issued by the end of August 2015. (*Source London Underground and London Rail Our Plan 2015/16*).

**NF 128/15** – From WW2 air-raid shelter to Festival of Britain hotel, the deep level tunnels hidden beneath Clapham Common have a remarkable history. Now the next chapter is starting to unfold. Commercial Development has begun a public consultation on giving a new lease of life to both the tunnels and the Rotunda which sits above them. The proposals include a new exhibition space for the London Transport Museum and a stylish park cafe with views across the vast green expanse of Clapham Common. By giving new purpose to this under-utilised asset, Commercial Development intends to generate vital income to reinvest in the transport network. Commercial Development aims to generate £3.4bn over the next decade through a range of initiatives, including projects such as this one. Built in 1942, the Clapham South tunnels were originally used by the army and later as air raid shelters which shielded up to 8,000 South Londoners a night from the ravages of the Blitz. After the war, the shelters provided short-term accommodation for West Indian migrants who arrived aboard the HMT Empire Windrush; many of whom subsequently chose to put down roots in the area. They were briefly used for accommodation again (this time as a hotel) during the 1951 Festival of Britain and were eventually acquired by London Underground in the 1990s. Most recently, the tunnels have been used for archive storage. Consultation on the project begins on Monday 22 June and will run through to 10 July with a planning application expected to be made towards the end of summer.

**NF 129/15** – The final ring of the Baker Street to Bond Street tunnel relining project has been successfully completed, marking the end of a several year project. Back in 2009, the Deep Tube Tunnel Knowledge and Inspection programme found that a 215 metre section of Expanded Precast Concrete (EPC) rings in the Jubilee Line southbound tunnel between Baker Street and Bond Street were deteriorating, being no longer compliant with LU's standard and it was clear that a long term solution to the problem was required. A number of options were discussed but in 2010 partial ring replacement was trialled at Charing Cross in a disused section of the Jubilee Line which had the same tunnel construction as the tunnel between Baker Street and Bond Street. This method involved replacing 17 EPC segments above track level with five Spheroidal Graphite Iron (SGI) segments. The remaining five EPC segments below track level were also going to be strengthened ahead of relining.

**NF 130/15** – The exits at Old Street have been renumbered. Rather than each individual staircase/ramp to street level having a number (from 1 to 8), now just the four subways radiating out from the ticket hall to the stairs are numbered. The north-eastern side is exit 1, with the numbering then going clockwise.

**NF 131/15** – At King's Cross, the ticket offices in the Western and 'Tube' ticket halls are now closed. The former has been replaced by an enlarged bank of ticket machines, and the latter is surrounded by hoardings. The Northern ticket office remains open (for the present).

**NF 132/15** – Growing Underground, London's first subterranean farm, located in old World War II tunnels beneath the Northern Line at Clapham Common, will start trading in a few weeks. The innovative venture means you will shortly be able to buy produce grown deep beneath the Northern Line. The commercial letting will generate additional revenue that we can reinvest back into the transport network and is part of TfL's wider commercial plans to generate £3.4bn in non-fare revenue over the next decade. Completed in March 1942, the tunnels were used during World War II as a bomb shelter which could house 8,000 bomb-weary Londoners. The farm is the brainchild of two West Country entrepreneurs, Steven Dring and Richard Ballard, working in partnership with Michel Roux Jr., the Michelin-starred chef. The concept has attracted huge interest from consumers and retailers as well as scientists and urban planners worldwide. The first phase of the farm, which includes a sophisticated lighting and irrigation system, is in the final stages of preparation. Crops include pea shoots, radish, mustard, coriander, red amaranth, celery, parsley and rocket. Crops are grown in a sealed clean-room environment with a bespoke ventilation system, advanced lighting and a sophisticated irrigation system. The farm's mission is to deliver fresh produce with zero effect on the environment and all energy is sourced from green suppliers.

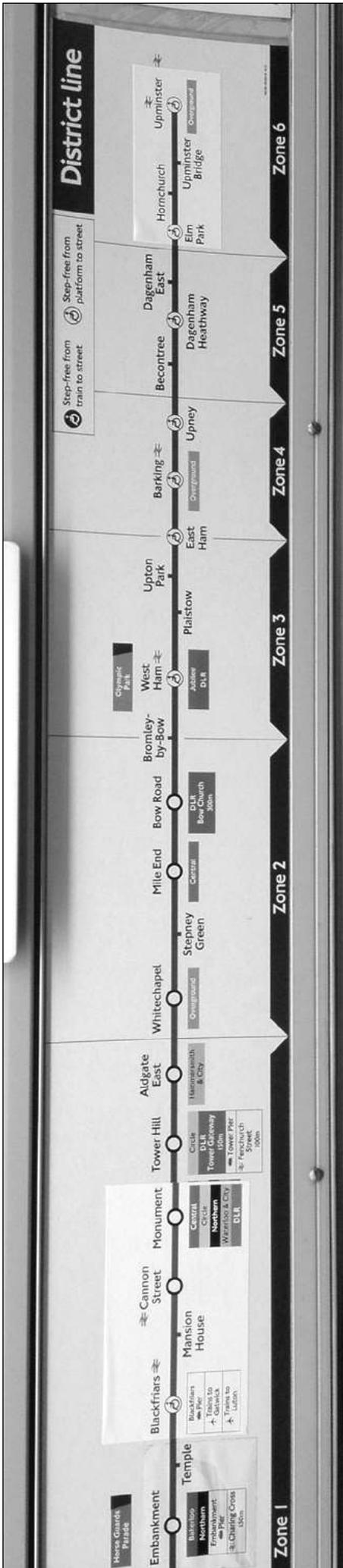


**NF 133/15** – The latest modification to S Stock is the inclusion of 'Watford Junction' on destinations in anticipation of the extension opening in 2019/20. One extra S8 train is to be provided for the extension.

**Photo: Alfred Randall**

**NF 134/15** – A ground breaking ceremony was held on 30 June 2015 at the site of the new accommodation hub at The International Quarter (TIQ) in Stratford, marking the start of the construction phase of the new building. It is expected that TfL will begin to occupy the new hub from late September 2017. The 268,000 square foot building will provide accommodation for over 3,000 staff across 10 floors. A decision on which teams will occupy the space has yet to be made. The building will include amenities such as a double height reception area, internal three-storey atriums, new style collaboration space and the top floor will provide conference facilities and a café.

**NF 135/15** – The London Overground station at West Hampstead has been granted planning permission by the London Borough of Camden to rebuilt, with a new entrance directly to the south of the existing one. It will provide step free access to both platforms via lifts on a new wide footbridge over the tracks. It has been designed to accommodate future growth in passenger numbers, with more ticket gates and a much larger passenger circulation area. It will also be set back further from the road to allow the pavement to be widened, and integrated with the Ballymore housing development and public square. The station has received £1.8m of funding from the Department for Transport's Access for All fund, and £900k from the adjacent Ballymore housing development. The remainder is being invested TfL. Work is expected to start in early 2016 and take approximately a year. The old station will remain open until the new one is complete, minimising disruption.



**Left: NF 136/15** – Car line diagram in D Stock DM 7039 with stickers over Cannon Street (now open all-day, daily) and LO interchange (instead of Network Rail) at Upminster, both of which were over an ‘Olympic’ (see West Ham) map, as seen on 12 July 2015.

**Photo: Colin Smith**

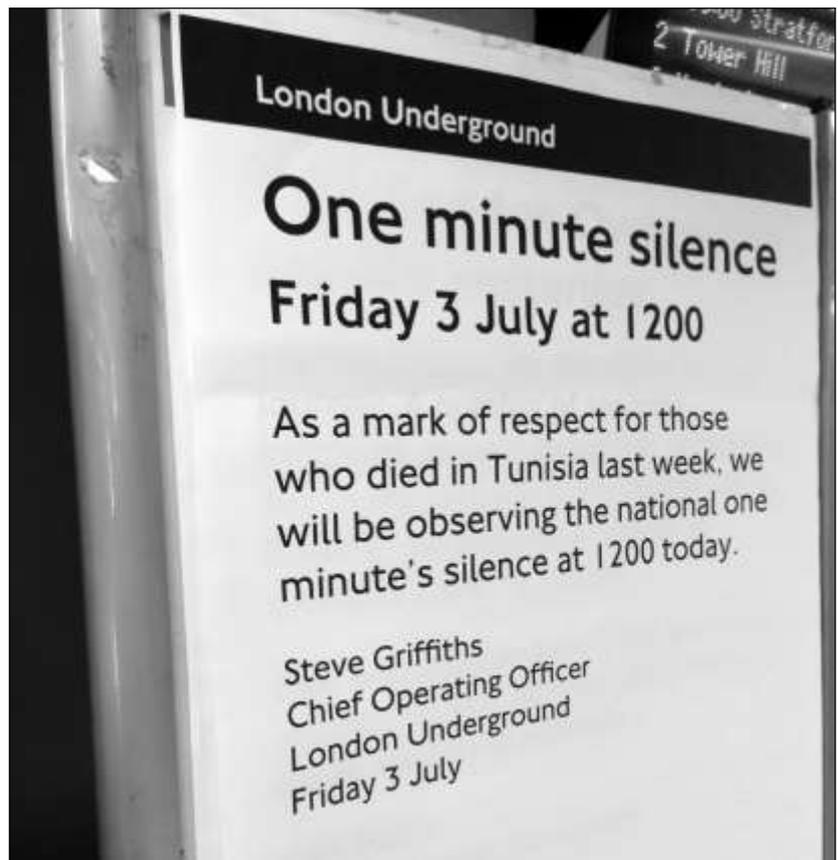
**NF 137/15** – Readers may have noticed in recent months that notices have appeared on some signal post ladders and lighting post ladders with a warning for them not to be used, there presumably being a safety issue with using them, such as seen on this ladder to a lighting mast at Woodford (*Below*).

**Photo: Brian Hardy**



**NF 138/15** – No further comment necessary (*Below*) on the noticeboard at Gunnersbury.

**Photo: Julian Gajewski**



**NF 139/15** – Track developments are mentioned in the Managing Director’s Report to the Rail and Underground Panel meeting of 16 July 2015. The existing rail on timber sleepers with limestone ballast was replaced with a modern rail, concrete bearers, granite ballast and modern point machines, greatly improving reliability and reducing future maintenance. From July 2015 all ballasted track renewals with new padded sleepers spaced at a reduced 60 centimetres apart will be completed. This critical change will reduce the load on the ballast and will increase the track life from about 20 to about 40 years.

**NF 140/15** – Following Mike Brown’s role as interim Commissioner for Transport, Nick Brown is to be the interim Managing Director of London Underground and London Rail, with effect from 11 July 2015. Nick Brown has worked with the London Underground and Rail team since the end of last year as interim Chief Operating Officer. He has worked for 34 years in the rail and wider transport and infrastructure sectors having commenced his career with British Rail in 1981 and progressing through roles in the public and privatised rail industry. In addition, Gareth Powell will support Mike Brown in making the case for greater TfL involvement in rail services in London, alongside his responsibilities for the day to day operation of the London Overground, DLR, trams and cable car. Gareth Powell’s job title will be changed to Chief Operating Officer, London Rail. His responsibilities supporting Nick Brown as Director of Strategy and Service Development, (LU) remain unchanged.