

JULY

STATION REFURBISHMENT SUMMARY (UPDATED TO MID-LATE-MAY 2007)

This latest survey was undertaken between 22 and 24 May 2007 and updates the previous report in Underground News No.541, January 2007. Because the number of stations under refurbishment is increasing, these notes will be necessarily brief.

STATIONS 'COMPLETED' SO FAR

2005	← 2006 →	2007
METRONET Bow Road North Harrow West Ruislip TUBE LINES Arnos Grove Borough Burnt Oak Kennington Kilburn Northfields South Harrow Sudbury Town Tufnell Park West Hampstead	METRONET Bayswater Becontree Chigwell Dagenham East Dagenham Heathway Eastcote Leyton Northwick Park Northolt Plaistow Putney Bridge Queensway Ravenscourt Park Roding Valley Ruislip Ruislip Manor Shepherd's Bush (H&C) South Ruislip Stamford Brook Theydon Bois Turnham Green	TUBE LINES Alperton Boston Manor Caledonian Road Chalk Farm Ealing Common Golders Green Heathrow T4 Kentish Town Knightsbridge Manor House Neasden Park Royal St. John's Wood South Ealing Stockwell Sudbury Hill Swiss Cottage Turnpike Lane
		METRONET Fairlop Lancaster Gate Snaresbrook South Woodford Watford TUBE LINES Hounslow Central Mill Hill East Morden

Abbreviations used throughout these notes:

PA Public address. MIP Lifts Lifts for Mobility Impaired People.

METRONET BCV

(BAKERLOO, CENTRAL AND VICTORIA LINES)

ELEPHANT & CASTLE – The Bakerloo Line platforms appear to be approaching completion. The final small section of the original maroon and cream tiling of 1906 has finally been covered over. Some work remains to be done in the passageways. The Northern Line platforms too are almost finished, complete with replica '659,814' signs, without the reference number. Because of the arrangement of the lighting, cabling and public address loudspeakers, it hasn't been possible to arrange the replacement roundels at alternate 'low' and 'high' positions, all being at the lower

level. The only thing that spoils the refurbished platforms is the trackside walls advertisement spaces, which have not yet been tidied up.

PICCADILLY CIRCUS – The refurbished Station Operations Room has reopened and is in the same location as before – between the escalators at the top landing, and much of the false ceiling in the ticket hall has been reinstated. Both the Bakerloo and Piccadilly Line platforms appear to have been completed (missing tiles replaced, new public address loudspeakers on new panelling above frieze level), and these continue to be in the 1980s refurbishment finish. Work continues in the escalator shafts, two of which have an escalator out of service for refurbishment.

OXFORD CIRCUS – The Central Line platforms are now substantially complete and a new Station Operations Room at top level has been opened. This has enabled the entire CCTV system to be switched over to new recordable digital technology. Tiling in the subways continues using larger tiles, but much remains to be done.

The eastbound Central Line platform at Oxford Circus looking east (*Left*). The new enamel panelling is from frieze level and over the track. The new public address speakers may be seen on the new panelling above the frieze. One of the many subways at Oxford Circus (*Right*), showing the larger white tiles being applied. A new false ceiling has been installed and contains the new lighting along the centre.

Both photos: Metronet Rail

Small rectangular tiles, as applied to the Central Line platform walls, are also being applied to the Bakerloo Line platform walls, although this has not yet been completed. New roundels have been installed. The false ceilings on both Victoria Line platforms have also been removed and are the last of the six platforms to receive attention. Because the northbound platform was substantially rebuilt following the fire in 1985, this platform will remain much the same, apart from new PA and the necessary associated recabing. However, the southbound Victoria Line platform is to be retiled in white. It has been suggested that both Victoria Line platforms will receive their original 1968 style motifs in the seat recesses. The work is expected to be complete in the spring of 2008.

REGENT'S PARK – All of the replacement tiling at Regent's Park station appears to be complete. The tiling in the 'extension' parts of the platforms has not been stripped away completely, but damaged tiles are being replaced. Some time around 27 April the Herras fencing along the platform edges was removed – signs have been taped to the tiling asking passengers not to disembark whilst the refurbishment continues.

As of 14 May, the tiled station names on the northbound platform were all in place except for one tile on the northernmost panel – all three have been replaced on each platform. Much tiling work remains to be done in the cross-passages and in the northern 'extension' part of the platform. It has been rumoured that station will reopen without a staffed ticket office – we wait and see whether the quoted date of 4 June 2007 will be met!

MAIDA VALE – Work on restoring this station to 'heritage' style continues to make good progress, no doubt aided by the station's early closures, and work is expected to be completed by October 2007 according to current posters.

EPPING – Now very close to completion, the cleaned brickwork on the station now looks immaculate. Contractors were still working on the eastbound platform, presumably sorting out the 'snagging' problems.

THEYDON BOIS – Completed at the end of 2006, the final work was the replacement of the temporary station name roundels (on white panels) with proper lined signs.

DEBDEN – Despite work having started in November, progress has been fairly swift. The stanchions have been painted white with the girders in green and the brickwork thoroughly cleaned. The footbridge has also been repainted in green. Help points have been installed but remained covered over in blue, with cabling outstanding to be completed.

LOUGHTON – The only substantial work outstanding appears to be in the ticket hall and subway under the tracks. The platform area seems to be complete, apart from some of the platform surfaces marked out in yellow (*Below, Left*), presumably outstanding attention.

WOODFORD – The stanchions have been repainted in two-tone green and work is at an advanced stage with the usual work being undertaken (tactile strips, new public address, extensive PA and Help Points). An ‘owl’ has also appeared suspended from the girder (*Below, Right*), perhaps to scare off birds from nesting?

SOUTH WOODFORD – Refurbishment completed, including the rebuilding of the section of westbound platform damaged by fire (see *Underground News* No.518, February 2005, pages 70-71). It is also pleasing to see that the replacement station name roundels continue to incorporate the suffix – “South Woodford (George Lane)”. The paint scheme is a mix of white, blue and orange. Sadly, the footbridge over the tracks at the east end hasn’t been repainted.

SNARESBROOK – This station has also been finished but the paint scheme here is two-tone green! In contrast to South Woodford, the footbridge over the tracks here has been repainted. The backs of the concrete roundel displays have been painted in black (*Opposite*).

HAINAULT – Progress continues, but what appears to be quite slow. The paint scheme is a two-tone green, as at Fairlop. On westbound/outer rail platform No.1, some of the hoardings have been taken down revealing cleaned brickwork. On island platforms 2/3 the brickwork has similarly been cleaned. Under the canopies cabling work continues and temporary lighting is in use. Framework is in position for the new Help Points, but the actual equipment is outstanding to be fitted. Scaffolding surrounds the station entrance and subway to platforms 2/3. Temporary lighting is also in the ticket hall and the subways are being re-tiled.

FAIRLOP – This station is now considered completed, although some ‘snagging’ work was noted being done on 23 May. Proper lined station name roundels have been installed in place of the temporary ones noted in the previous report.

WANSTEAD – It is pleasing to note that replacement tiles are in ‘heritage’ style – new biscuit-coloured tiles with green borders have been put up, although the colour shade may not be quite right? Help points have been installed but are covered over in a blue material. The old ‘tin-can’-shaped PA speakers in Central Line red are still in situ. Scaffolding surrounds the top of the escalator shaft and the ticket hall is outstanding to be tiled.

MILE END – Although only refurbished around 15 years ago, the tiling at Mile End has been completely stripped back to the brickwork, the light green and cream, with red and blue frieze having been removed which were around the stanchions. These have been clad in temporary blue and yellow hoardings. New lighting is in use, although the temporary lighting has not yet been removed.

BETHNAL GREEN – This station is being restored to its original (1946) style, with biscuit-coloured tiles and tiled station name friezes, which are illuminated under the panelling. However, the tiling is outstanding to be completed. Traditional enamel station name roundels with separate “Central Line” white-on-red enamel plates above have been reinstated (*see photo previous page, bottom*). New Help Points are being installed, but are not yet in use, while new PA speakers have been fitted to the new ceiling panelling, although the old tin-can speakers remain in situ. New lighting along the platform edge is in use.

ST. PAUL’S – The platform walls are being retiled in white, replicating the original Central London Railway style (as at Lancaster Gate, Bond Street and Oxford Circus). The corners have been tiled in red – it is suggested that these are incorrect and will be removed and replaced by dark blue tiles. The biscuit-coloured Stabler tiles in the passageways and not being replaced.

HOLBORN – Work continues here and it is interesting to note that the current murals will be retained on both the Central and Piccadilly Line platforms. The ceiling panelling above No.7 escalator at Holborn has been completely removed for the entire length of the shaft. This is in addition to the other various panels that have been absent for some time now.

BOND STREET – The refurbishment of Bond Street is approaching completion. On the Central Line the platform walls have been retiled in white, with dark blue corners. So far the 1980s red cable ducting has been kept as has the diagonal “Bond Street” name theme over the vault and down to almost track level. However, it is suggested that these may be removed as they serve no useful purpose in the scheme of things.

The missing tiles on the Jubilee Line platforms have been replaced and the passageways, escalator shafts and ticket hall all look smart.

LANCASTER GATE – Although the station reopened in November 2006, work continued at top level around the station entrance and in the ticket hall. This has now been completed and all scaffolding (which was still in place in February 2007) has been removed.

NOTTING HILL GATE – Nothing further to report.

SHEPHERD'S BUSH – Whilst much goes on behind the scenes, especially at street level, nothing much has changed around the Underground station itself from the previous report, apart from maybe more sections removed from the ceilings.

WHITE CITY – Refurbishment work has just started. More in a future report.

EAST ACTON – This station is at the almost completed stage, to the extent that the access for contractors from the east end of the eastbound platform over the track bed of the former Western Region goods line has mostly been removed.

NORTH ACTON – Work still hasn't started here, despite one 'blue' storage area having been in position under the stairs on the eastbound platform for some time.

HANGER LANE – The ceiling of the passageway between the platform and ticket hall remains temporary-looking, with no actual refurbishment work having commenced.

NORTHOLT – Completed by the end of 2006.

SOUTH RUISLIP – Completed by the end of 2006. The original prediction on the Metronet website suggested a completion date of "late-spring 2006". All such data has now been removed from their website!

BRIXTON – This station is another one which has become a long drawn out process. At last new panels and lighting have been installed in the escalator shaft but is still incomplete at the bottom and top landings. At the latter, there is still temporary lighting in the ticket hall with the false ceiling removed. Further work to come at this station will see the platforms refurbished, so it will be some considerable time before this station reached the 'completed' category.

VICTORIA – Mention was made in the previous issue of *Underground News* (page 333) of the groundwater cooling trial at this station. As this continues, the false ceiling between the interchange escalators and the District/Circle subways has been removed, which is not part of the major station refurbishment and upgrade work to come.

WARREN STREET – Two blue hoardings have been set up at street level, one around from the entrance into Euston Road and another on the south side of the road flyunder. The ticket hall has had its false ceiling removed and temporary lighting installed. The passageway from the lower escalator landing to the top of the Northern Line escalators is awaiting tiling, currently at the screeding stage, whereas tiling is in progress in the lower subway areas in Leslie Green style. No work has started yet on the Victoria Line side of the station.

WALTHAMSTOW CENTRAL – Work here will commence after the 'breakout' of the new subway at the upper level.

TUBELINES JNP (JUBILEE, NORTHERN AND PICCADILLY LINES)

STANMORE – Much of the third platform has been built, including a platform end ramp at the south end. Construction of what appears to be the beginning of concrete platform buildings has begun. The future track space can be seen, although nothing has been laid yet.

WEMBLEY PARK – The ‘completion’ of this station was declared in a blaze of publicity (press notices) in 2006. However, work is still not complete as the normal station building has been clad in hoardings for several months. The Cup Final at Wembley resulted in this being taken down by Monday 14 May, only to be put back up for work to resume on 2 June. However, it is pleasing to see that the “MR 1923” monograms have been restored.

FINCHLEY ROAD – All of the false ceilings under the train shed at platform level have been removed, revealing the iron girders, to which are attached wooden beams which presumably held the false ceilings (*Above*). Help Points have been installed but are currently covered over, while many new PA speakers are in position. The north end of the northbound island platform at Finchley Road on 22 May 2007, (*Left*) showing a temporary sign over the (still partly exposed) normal sign on its original pole but now inset in a blue hoarding.

COLINDALE – Work has sprinted ahead here, but could well be just a mini refurbishment. One noticeable feature was that the yellow handrails on the stairs were very badly chipped – are these going to be replaced?

HENDON CENTRAL – Work is proceeding apace, with PA clusters installed and Help Points installed (but not yet in use). Scaffolding has been put up around the outside of the station building at the rear (track side) at present. On the platform there is a new waiting room. The stanchions on the platform have been painted dark green and white. So far no tactile strips have been laid. The platform clock with Roman numerals has been removed (hopefully for refurbishment too!) – its small replacement looks very out of place. The stairs from the overbridge to the south end of the platform have been hoarded off and a new MIP lift will be constructed, making the station ‘step-free’.

HAMPSTEAD – Tiling has been completed, which includes the retention of the proposed name of “Heath Street”. No new lighting has been installed, nor have any tactile strips been laid (yet). Much cabling remains outstanding in the subways and ticket hall, and the station exterior is clad in scaffolding.

BELSIZE PARK – This station appears to be running in parallel with Hampstead although it has some different features. On the northbound platform, new lighting is

in use, but the fixings for the old remain in situ. On the southbound the new lighting hasn't yet been switched on. The subways to the lifts still have temporary lighting with cabling work to be completed. The ticket hall also has temporary lighting and the upper walls and ceiling have yet to be repainted. The station exterior is still clad in scaffolding.

TOTTERIDGE & WHETSTONE – The usual features of refurbishment are being applied here. Tactile strips have been laid on the southbound but not the northbound yet. Similarly, the southbound waiting room has been finished but the northbound waiting room was still being renovated on 24 May 2007. Much of the brickwork has been cleaned and the paint scheme is dark green and cream. Help Points are installed but presently covered over.

MILL HILL EAST – Refurbishment was completed in March 2007. The work included a new public address system along with improved passenger information systems. The refurbishment of the station and the platforms consisted of structural repairs, the re-decoration and re-tiling of walls and floors. There are now 17 CCTV cameras and five help points, which required over 11km of cable had to be put in during the work. Although looking very smart with its restored brickwork, the single-platform station at Mill Hill East will always have the air of being a 'country halt'!

FINCHLEY CENTRAL – The main refurbishment work appears to be almost complete. The paint scheme is dark green and cream and all the brickwork has been cleaned. However, there is still a working area outside the station. One surprise noted was the freshly varnished brand new double wooden seat on the southbound platform at the north end (*Left*), whose handrails have been painted yellow!

EAST FINCHLEY – This station is being refurbished back into 'heritage' style with biscuit-coloured tiles being installed, although several areas are still at the plastered stage awaiting their new tiles. The ticket hall has a mix of new and existing tiles, therefore assuming that only that needed to be replaced have been. Help Points are being installed but so far remain covered over.

CAMDEN TOWN – Work has only just started and began with the closure on 8/9 May 2007 for work to take place on the ticket hall floor. There is nothing else to report yet. With refurbishment work now underway, does this mean that the redevelopment of Camden Town station is as far off as ever?

ANGEL – Work began here on 2 January 2007. Additional CCTV cameras and help points will be installed to bring the total to 77 cameras in the station and nine Help Points (which will be upgraded with new induction loops) to better aid hearing-impaired passengers. As well as these, new communications equipment and new signage will be installed and damaged signs are to be replaced. It should be borne in mind that the current décor dates from 1992 and no great changes in appearance are envisaged – the removed panels for cabling purposes will be reinstated.

OLD STREET – Work officially started here on 16 April 2007. More when there is something to report.

MORNINGTON CRESCENT – As with Angel, whose current décor is recent, the refurbishment of the station and platforms will consist of structural repairs, the re-decoration and re-tiling of walls and floors and repairs to the station entrance, along with additional Help Points and improved CCTV.

MORDEN – Although the station refurbishment was completed some months ago, the entry into service of the MIP lifts is still outstanding, although this is now thought to be sooner rather than later!

COCKFOSTERS – This station appears to be complete, or very nearly so, and remains an Underground ‘classic’. The station name roundels under the train shed have either been refurbished or are very good replicas. Both the old and new train indicators were noted in use. In the ticket hall the passimeter in the ticket hall (*Below*) is retained, along with some of the heritage signing. The subway under Cockfosters Road has been retiled and new lighting installed.

OAKWOOD – Work here is not so far advanced as at Cockfosters but the work at Oakwood includes installing an MIP lift to platform level as well as refurbishment of the station. New train indicators have been provided for both platforms. The westbound indicator is already in operation as is the older type which illuminates destinations by fluorescent tubes behind. The older indicator, however, is partly obscured by hoardings! The new indicator on the eastbound platform only shows “trains for Cockfosters” at the moment, rather than how far away they might actually be.

Many of the station signs have been replaced and there are at least three varieties on the platform (*Below*). On the concrete stands in the open are unlined signs with the station name taking up most of the blue bar (*Left*). On the walls opposite the platforms (*Centre*) the name similarly take up much of the blue bar but unlike their predecessors, were not lined. Under the canopies are fully-lined signs with the station name much smaller in comparison (*Right*).

BOUNDS GREEN – The earlier closure of this station seems to have assisted its refurbishment progress, and like sister stations Manor House and Turnpike Lane, is being restored to ‘heritage’ condition, complete with red tiled borders. The cable trays above frieze level are grey. The ticket hall has been retiled light and dark grey with wooden doors to station accommodation revarnished.

ARSENAL – Refurbishment work at Arsenal is approaching completion, but there is still much tidying up to be done. At platform level (*Below Left*), although the former name “Gillespie Road” has been retained, it has been applied one row of tiles too low! Outside the station, the large tiled “Underground” bullseye is looking good!

ACTON TOWN – Work has now stopped here for the time being and nothing substantial has changed for some months. Further details when work restarts.

NORTH EALING – Being a listed building, the station is to retain its 1903 features. As at 22 May 2007 the eastbound waiting shelter had been repainted and work was

proceeding on repainting the footbridge. The westbound canopy was covered in sheeting with work taking place on its restoration.

METRONET SSL INFRACO

(METROPOLITAN, HAMMERSMITH & CITY AND DISTRICT LINES)

WATFORD – The refurbishment of Watford has continued apace and was completed in May 2007. The scaffolding around the station entrance had been removed by the Easter weekend. If the Croxley Link ever gets the go-ahead, this work would have been rather a waste, as Watford station would be closed. However, as the Croxley Link has been ‘on the cards’ for many years but with no progress to date, Watford (Metropolitan Line) may have some sort of future!

NORTHWOOD – Scaffolding continues to surround the station building and canopies. Extra cabling is being installed and the stands for the Help Points are in place. Some of the brickwork has been cleaned, with the rest outstanding and the existing station lighting remains in place. New train indicators are on both platforms but are currently covered in polythene.

NORTHWOOD HILLS – Work here is approaching completion with cleaned brickwork, the ticket hall, re-tiled and new seats on the platforms. Train indicators are on each platform with repeater indicators in the ticket hall but as with many of these new ones outside the central area installed on refurbishment, are not yet serving any useful purpose.

PINNER – Although much of the station refurbishment nears completion, there are still hoardings on the northbound platform. The peak hours only entrance to Cecil Park at the south end of the northbound platform is now in use again. The laying of the tactile strips has only just begun. The cladding on the new lifts at Pinner was almost complete first week of May – it is just the parts around the lower doors that remained unfinished. Quite when they will be in use isn't yet known.

UXBRIDGE – Work at Uxbridge has been stopped and little has changed since the last report.

RUISLIP MANOR – While this station was ‘completed’ in June 2006, it was only recently that the edging to the covered waiting area was installed.

PRESTON ROAD – Work is well under way here with the normal refurbishment equipment being installed. The stair treads are also being renewed. The station exterior is as yet untouched.

GREAT PORTLAND STREET – Despite all the issues with the replacement tiling during the latter part of 2006, work is almost complete. The original four-feathered arrow sign in the ticket hall has been removed for preservation but it is being replicated.

CHISWICK PARK – All refurbishment work at this station is currently at a standstill – more when work resumes.

Both **STAMFORD BROOK** and **RAVENS COURT PARK** stations are complete, although there were some remedial work taking place at the latter on 22 May 2007. It is interesting to note that three adjacent stations (Turnham Green, Stamford Brook and Ravenscourt Park), all refurbished, have different signs in the seat recesses!

EARL'S COURT – In mid-December scaffolding was noted as being erected on the District Line platforms and temporary lighting installed. A protection deck has been constructed to run underneath the entire length of the Victorian train shed roof and is supported from scaffold towers constructed in the ticket hall floor and on the District Line platforms. Other improvement work will include the refurbishment of both the District and Piccadilly platforms, the 'Exhibition' ticket hall and the Warwick Road (west) entrance to the station. It is expected that the whole station will remain open during the work, due to be completed in 2009.

The eastbound District Line island platform on 22 May 2007 (*previous page, Top*) showing the scaffolding in place and the hoardings. The ticket hall (*previous page, Lower*) at the Earl's Court Road end of the station with scaffolding and decking in place, restricting passenger movement somewhat.

For the rebuilding work, new train indicators have been installed (*Left*), two on each platform, although only two out of the eight had been commissioned by 22 May 2007. Much criticism has been levelled at the old District Railway indicators (*Below*). At least the arrow on the originals show up far better than the new ones. It has been suggested that the new indicators may only be temporary during the rebuilding work – one can only hope! The rectangular box above the original indicators was a later addition, to show which platform the next eastbound train (towards Gloucester Road) would depart. There is no such facility yet on the new ones.

GLOUCESTER ROAD – With the District Line platforms already being in 'heritage' condition, the work involves enhancing the existing facilities – improved PA, additional Help Points and CCTV. The westbound platform – so far – retains its District Railway 'arrow' indicator. The false ceiling on platforms 2/3 have been reinstated following the completion of cabling work.

The spiral stairs to the Piccadilly Line are clad in scaffolding, while at platform level, much of the Leslie Green style tiling has been completed, including the large station names and art nouveau "Way Out" signs. The temporary "Way Out" sign in Waterloo & City Line colours (see *Underground News*, June 2007, page 328) had gone by 22 May 2007. So far there is no sign of any new platform lighting.

TOWER HILL – Work is very much on-going at platform level with most of the false ceiling panels still removed and temporary lighting (protected by wire 'cages') in use. The replacement white tiling is quite advanced and on the eastbound platform the original paper frieze may still be seen at the top of the tiles! The 'exit' ticket hall walls and stairways are at the plastered stage, awaiting tiles. Cabling work is in full swing, judging from the amount of cabling temporarily secured at ceiling level during traffic

hours. In the much newer entrance ticket hall and the subways from this area, the 'stone' tiles remain – are these going to be kept?

ALDGATE EAST – What was reported to have been Metronet's first refurbished (and show-piece) station under the PPP process, work actually began at platform level earlier this year. On 9 March it was noted that every other platform bullseye and its associated blue enamel "Way Out" plate below had been removed on both platforms, marking the end of the only sub-surface 'New Works' station. By 14 March all the roundels had been removed and temporary signs substituted. The east-end entrance was also closed from 10 March 2007. Two separate posters noting the closure were seen side by side on the westbound platform on 2 May, one stating reopening at the end of July, the other 'August'. Heads or tails?

As at 23 May, the tiling was being removed on the eastbound platform and the walls rough cemented but the tiles remained on the westbound, although their days were surely numbered. Temporary white sheet roundels are in place and the new framework for lighting and cabling is being installed. The station will be refurbished in 'heritage' style.

BROMLEY-BY-BOW – Blue hoardings occupy much of the westbound platform under the canopy, and a short section on the eastbound side with temporary lighting in use. Tactile strips have been laid but the PA loudspeakers are still the originals.

ELM PARK – The situation on 22 May 2007 at Elm Park looking west from the east end of the station. The framework for the cabling has been started and the brickwork on the platform buildings has been cleaned. The colour scheme is red, like Becontree. No work has yet been done in the ticket hall or around the station entrance.

UPMINSTER BRIDGE – Similar work is being done here as at Elm Park, although it is at a less advanced stage.

MISCELLANEOUS WORK

GOLDHAWK ROAD and **LATIMER ROAD** – Despite suggestions to the contrary, no 'modernisation', or 'refurbishment' work has been started at either station. The platform walls have been hoarded off because they have become unsafe and are not part of a refurb project – yet.

EALING BROADWAY – This station is not undergoing a refurbishment yet, but it has been necessary to start a roof replacement project in advance of this on the District Line train shed. This is the scene on 23 May 2007. A similar roof replacement project is being undertaken in the main ticket hall at Edgware Road (SSL).