

# STATION REFURBISHMENT SUMMARY

Since the previous report was published in *Underground News* No.556 in April 2008, some of the station refurbishment work being undertaken by Metronet has resumed and at some sites visible progress can be seen. Of course, Metronet is now part of TfL and most other stalled projects are in the process of being kick-started. This latest survey was undertaken in mid-June 2008.

## STATIONS SO FAR 'COMPLETED' IN 2008

### TUBE LINES

Brent Cross	Highgate	Southgate	METRONET Elm Park
Dollis Hill	Holloway Road	Willesden Green	Northwood
Finchley Central	Leicester Square	Woodside Park	Preston Road
Hendon Central	Old Street		

Abbreviations used throughout these notes:

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

Unless otherwise stated, photos are © Brian Hardy.

## METRONET BCV

### (BAKERLOO, CENTRAL AND VICTORIA LINES)

**OXFORD CIRCUS** – Work continues in the passageways with the installation of the larger (than the platform) white tiles and new lighting. Tiling is also taking place in the station entrance stairwells.

Southbound Bakerloo – Little has changed since the previous report.

Southbound Victoria – The platform walls have started to receive white tiles as on the Bakerloo and Central platforms although there is still an expanse at the smooth cement stage. It is pleasing to see that the original tiled motifs (red, brown and light blue circles in a '+' pattern) have been reinstated in seat recesses.

Northbound Bakerloo – This platform is in the same style as the Central Line platforms and is as good as complete.

Northbound Victoria – Little appears to have changed since the last set of notes although the new PA speakers are in position. The former 'tin-can-shape' PA speakers remain in situ.

**MAIDA VALE** – With new tiling and roundels, platform level refurbishment is almost complete, with only a few panels remaining to be replaced. At the lower escalator level and in the ticket hall, period lighting has been created. The escalator shaft has new lighting in use. At street level the two UNDERGROUND mosaic signs have been cleaned. The front of the station in Elgin Avenue remains clad in scaffolding.

North of Queen's Park, most stations have been tidied up, if only with a coat of paint.

**KENSAL GREEN** has been repainted in deep red and light cream and all platform signs are temporary roundels on lamp posts. Although **WILLESDEN JUNCTION** is 'Overground' and not 'Underground' new seating has been provided. These are the standard modern LU type of seats but the armrests have been painted in LO orange. The station name signs still proclaim in one corner "temporary sign". The colour scheme at **HARLES DEN** is blue and white, but this may have been applied before LU took over, as it looks well worn. There is no change to **STONEBRIDGE PARK** except to note the new and rather small staff accommodation 'box' on the northbound platform for use by detraining staff.

**WEMBLEY CENTRAL** – Although this station came under LU control in December 2007, there is no station refurbishment scheme here – it is a total rebuild of the area. The 1930s LMS surface building and associated shops (*below*) have almost completely demolished as seen on 19 June 2008 and just the west side ‘art deco’ entrance remained.

Photo: Kim Rennie



**NORTH WEMBLEY** is in dark blue and white with the temporary platform roundels attached to lamp stands. It is noted that the 1980s NSE-era pole-mounted illuminated BR double-arrow sign does not have an associated LU section. This was obviously an error by BR for this type should have been confined to north of Harrow & Wealdstone). However, some former Silverlink nameboards remain at platform level, but totally covered over in white. There is one of these at **SOUTH KENTON** that still has an LU roundel at one end. **KENTON**, in red and white, is otherwise the same as North Wembley. **LOUGHTON** – Whilst many paving slabs have been laid on both island platforms there are still several areas of rough tarmac that have to be dealt with before this station can be regarded as ‘complete’.

**HAINAULT** – Much of the main platform work is complete at last but there remains much to do in the stairwells, subways and with the future MIP lifts. Outstanding, however, seems to be the commissioning of new train indicators. Currently these are wrapped in plastic sheeting and the previous ones remain in service.

**WANSTEAD** – Work here appears to remain suspended.

**MILE END** – Many of the blue hoardings surrounding the upright pillars (see page 293 of the April issue) have now been removed, suggesting that work may have restarted after a long period at a stand.

The 'new' large tiles on the stairs at Mile End are the 1980s ones, being removed and exposing the smaller square New Works originals. It is thought that this station was never properly completed after the original New Works finish was 'destroyed' in the late-1980s. Various new ceiling panels were removed before the whole of the new tiling was put up and never replaced, so it's been incomplete for 20-odd years now.

**ST. PAUL'S** – Work appears to have restarted with the station closed over several weekends during June. More in the next report, hopefully.

**HOLBORN** – Nothing significant to note since the previous report.

**NOTTING HILL GATE** – Work on reinstating the escalator shaft panelling appears to be complete, save for small areas at the sides of the escalators at the upper and lower landings. The escalator shaft and short subway leading to the eastbound Central Line has new panelling and lighting but at the upper and lower escalator landings, circular lighting complements the finished product very well. As stated before the Central Line platforms remain rather dim in comparison, so roll on their actual refurbishment!

**SHEPHERD'S BUSH** – At platform level, framework for new panelling is in place and it appears the platforms are to be brightened up considerable – anything has got to be better than the previous 1980s décor – like it or not, if nothing else it was rather unique. The scheme before that is also visible – paper station name friezes and pale yellow tiling, similar to that at Holland Park and (before recent modernisation) Queensway.





The side of the old station building in Shepherd's Bush Place is seen (*upper, left*) on 24 January 2008 and (*upper, right*) the new structure taking shape on 15 May 2008.

Sadly the original station building hasn't been kept (despite some previous reports suggesting that it might) and the frontage (*above, left*) is seen on 24 January 2008. The new station building takes shape on 15 May 2008 (*above, right*).

**WHITE CITY** – Work has re-started here with the stanchions and girders painted pale green and cabling taking place under the canopies. New lighting is being installed. Blue hoardings may be seen on either side of the station entrance. Scaffolding is in place above the edge of the station canopies.

**PERIVALE** – New CCTV cameras and PA speakers have been installed but remain covered in black plastic. The framework for the future Help Points are now place. The canopy edging is being renewed with some new panels already in place (*below, left*). Part of the station entrance is covered with scaffolding (*below, right*) and blue hoardings as seen on 22 June 2008. The brickwork has been cleaned and the station car park remains out of use to the public.



**RUISLIP GARDENS** –Some PA speakers are still covered in plastic but platform level Help Point ‘stands’ have been installed.



**BRIXTON** – There is nothing new to report regarding the escalator shaft and ticket hall. On the platforms the curved framework has been cemented for future new panelling (*left*) and now stands proud of the original tilework, marginally reducing the platform width.

**WARREN STREET** – On the Northern Line platforms, little has changed. The passageways have been retiled in Leslie Green style and is now approaching completion. Work has at last begun on the Victoria Line area with all the platform tiles having been removed.

At the south end of the southbound platform new pale yellow tiling is being installed, as it is in the Victoria Line passageways.

**WALTHAMSTOW CENTRAL** – This is one location where work appears to be almost at a standstill, with very little progress to note since the last report. The MIP lift is still not commissioned and the ‘porter’ service, to assist passengers with their luggage up to the bus station, is still available 07.00 to 18.00 daily.

**TUBELINES JNP (JUBILEE, NORTHERN AND PICCADILLY LINES)**

**STANMORE** – Work on refurbishment proper was expected to begin in June 2008, although nothing different was observed on 25 June 2008! However, work continues apace on the third platform, which now has conductor rails laid. The new canopy has been erected for about half the length of the platform. It has been suggested that the new platform won't be brought into use until the new signalling for the area is commissioned. The photos (*below*) show the situation on 25 June 2008, looking south (*left*) and north (*right*).



Tactile strips have already been installed at **CANONS PARK, QUEENSBURY** and **KINGSBURY**.

The only station with work seriously underway is at Queensbury. Cabling for the new PA speakers is taking place at platform level, with some PA speakers installed on the northbound platform and the stands for the future Help Points are in place on the platforms. The brickwork has been cleaned.

**DOLLIS HILL** – Refurbishment here is now complete. The stairwell and subways leading to the ticket hall have been retiled in cream with green edging, looking rather smart.

**WILLESDEN GREEN** – Work is also complete here, or so it seems. Apart from the usual work (tactile strips, Help Points and new PA speakers), along with the stanchions being repainted green with white relief, there seems little else has been done at platform level other than a general 'tidy up'. The same can be said for the ticket hall. Nothing of note has been done around the station entrances.

**WATERLOO** – Refurbishment work began in March 2008 and already significant progress is being made. On the Northern and Bakerloo Line platforms new trunking is being installed for the recabbling and the murals are being removed. It is assumed that the Jubilee Line platforms won't alter very much, as they are less than ten years old. We wait to see what happens on the Waterloo & City Line platforms.



**EDGWARE** – Even though work has started here quite recently, there is much to see and report. A materials access 'bridge' has been erected across the south end of platform No.1 (*left*). All of the platforms 2/3 train shed has been scaffolded (*overleaf, top left and right*) to enable work to take place on the train shed roof. Temporary lighting has been installed and preliminary cabling work has begun. All three platforms have tactile strips.





**HENDON CENTRAL** – Work has been completed here, with the new MIP lift (*left*) in passenger service from 22 May 2008. The lift has taken the place of the former south-facing stairs.

**Photo: David Burleigh**

**BRENT CROSS** – Whilst work has been reported as complete, on 25 June 2008 there remained some work outstanding in the waiting room. Like refurbishments at Burnt Oak and Hendon Central, it is pleasing to note that replica ‘659,814’ 1920s style signs have been included in the programme.

**WEST FINCHLEY** – With work beginning in May 2008, Help Point stands are being installed and cabling work is very evident just a month later.



**FINCHLEY CENTRAL** – The station refurbishment is at last complete, with the two new MIP lifts in service from 2 June 2008. The northbound lift and tower is seen (*left*) and connects the platform with the footbridge, while the southbound lift tower has been built onto the north end of the southbound platform building, the back view being seen (*below*).



**HIGHGATE** – This station has been declared as ‘complete’ according to a Tube Lines Press Notice of 15 May 2008. The station has been retiled in ‘Heritage’ style and looks very smart. However, there appear to be some cabling issues on both platforms, suggesting that the work is not quite finished?



**CAMDEN TOWN** – The majority of the work on all four platforms is almost complete, save for some platform wall tiles to replace in the middle of platform No.2. Also complete are the subways and escalator shaft, all of which have new lighting. The ticket hall also appears to be finished. Outside the station only part of the Chalk Farm Road side station building retains its scaffolding. The photo (*left*) shows the interchange passageways at the south end of the station by the former lifts (replaced by escalators in 1929). Note the new train information indicators installed as part of the refurbishment.

**OLD STREET** – Refurbishment is complete, although it was only a minor refurbishment. The acoustic panels over the ceiling have been retained. New Help Points and PA have been installed and the platforms have tactile strips.

**EUSTON** – It appears that work here is as good as complete at platform level. On the Charing Cross branch platforms the enamel panelling installed in the 1980s has been retained. All platforms have new lighting, Help Points and PA. In the ticket hall, the shop unit adjacent to the exit gateline at Euston has been converted into a station control room, and opened during March 2008. There still remain many panels to be reinstated in the ticket hall area but completion must be imminent.



**LEICESTER SQUARE** – Work is now complete and all areas of the station look very smart indeed. The enamel panels of the 1980s depicting theatreland and neon lights in the West End have been retained but all the features of refurbished stations have been included in the work – tactile strips, new PA speakers, additional CCTV cameras, etc. The subways have also been improved with new lighting, pale grey tiles with a blue border. It is pleasing to note that ‘heritage’ features haven’t been forgotten. Even though the ‘fish-tail’ sign over the stairwell at the Cranbourn Street has gone, this replica (*left*) is in the entrance. Furthermore, the ‘LT’ tiles (*below*) have been cleaned and retained.



**SOUTHGATE** – Looking resplendent after refurbishment in ‘heritage’ style, work at Southgate has been completed. However, the trackside walls and signs have not been touched and the advertisement spaces look a complete mess. Moreover the platform seats appear to be the previous ones revarnished and not replacements. The westbound train describer, which used fluorescent tubes to show destinations, has been

replaced by a modern dot matrix indicator. This is the only 'tube' platform where daylight can be seen – the light at the end of the tunnel, so to speak!



**HOLLOWAY ROAD** – This station has seen a mini refurbishment with repainted non-tiled areas and the usual safety features installed. However, the original tiles have not been replaced (although some are in need of it!) and this station is still one of the few unspoilt good representatives of an original Leslie Green platform.

The ticket hall (*left*) was sympathetically 'preserved' when converted for the Underground Ticketing system and includes replica ticket office windows and six-sided lamp shades.

**RUSSELL SQUARE** – Work was due to start here in June 2008 and already the frieze panels have been removed and retiling is well under way.

**COVENT GARDEN** – By late-June the builders had certainly arrived with an area hoarded off (in blue!) at the west end of the eastbound platform. The platform archways are having their excess paint removed.

**GREEN PARK** – Work continues apace and on the southbound Victoria Line platform, plastic sheeting covers where the original tiles were. On the northbound platform all the tiles have been removed and the platform walls covered with smooth cement.

On the Piccadilly Line platforms, most of the previous (1980s) coloured tiles have been removed (apart from some small sections at the platform ends). Much of the platform walls have been cemented but some sections of the westbound platform has plastic sheeting over the cemented walls. A start has also been made of removing the Leslie Green pale blue tile bands over the ceiling.

The panels above frieze level have been removed prior to recabing on the Jubilee Line platforms. All platform advertisements have been removed, their pale grey spaces now being surrounded by the main red tile scheme.

**ACTON TOWN** – By the beginning of May 2008, the repositioned staircase on the westbound platform had reopened, being slightly narrower than the original – the ‘scaffolding pole type’ central handrail does little for the heritage aspect of this station! With the moving of the westbound stairs it was noted that the old (1932 vintage) remaining westbound stairs have 27 shallow steps (with an intermediate landing), making their climb easier than the (new) 24 taller steps (with an intermediate landing). Mr. Holden certainly knew what he was doing back in 1932/33. The 1930s lined-out brass-edged platform roundels have also been removed, replaced with temporary square white signs. By the beginning of June the train indicators and WAY OUT signs on the platforms had been moved slightly onto temporary hangers to accommodate the future new lighting. Unfortunately, with the WAY OUT signs the sight line to them along the platform has now been obscured! One is left wondering if they will they remain or is the end nigh for them. All of the internal and external stone and brickwork has been steam cleaned during the night, leaving puddles of water around the entrances, even on dry nights. It is difficult to see how the wheelchairs etc. will actually get access to the new lift on the westbound platform, as there is very little space left between the new stairs and the platform edge.



**Left:** The west end of the eastbound platform at Acton Town on 19 June 2008 showing the protection provided for the construction of the new MIP lift.

The windows at overbridge level have been repainted in a cream undercoat and a start has been made to apply the top coat in what appears to be Piccadilly Line blue, which is most out of character. The same is being done to the more recently

installed Crittal windows.

The platform walls at low levels and the underside of the platform roof have now been painted cream in colour. New PA speakers are sprouting from the trunking for the new lighting, soon to replace the speakers which are many years old.

Although work is reported to have started on both **OSTERLEY** and **HOUNSLOW WEST**, there is nothing of significance to report at this time.

## **METRONET SSL INFRACO**

### **(METROPOLITAN, HAMMERSMITH & CITY AND DISTRICT LINES)**



**GLOUCESTER ROAD** – Work on the three SSL platforms now appears to be complete with the old ‘arrow’ indicator on platform 1 (*left*) working in tandem (but not when photographed on 3 July 2008!) with a new dot matrix indicator, although the arrow bulbs for ‘Ealing Broadway’ have been expired for many months and haven’t yet been replaced. The Piccadilly Line station building is still clad in scaffolding.

The Piccadilly Line platforms still give the appearance of being ‘make do and mend’ with the existing station lighting sufficing. The trackside tunnel walls remain in an unkempt state.

**TOWER HILL** – Although platform level hasn’t changed much since the last report, the stairways to the east end (exit) ticket hall have been retiled and new lighting installed.

**NORTHWOOD** – To all intents and purposes, work at this station seems complete, with all signs of the builders now gone. However, we are reliably informed that there is still work to be done so that will be reported if or when it happens.

**PINNER** – Refurbishment work is almost complete and entry into service of the MIP lifts is anticipated.



**UXBRIDGE** – At last work has restarted. The booking hall concrete ceiling has been cleaned but has many yellow markings where work is outstanding to be done. Ugly cable ducts have been suspended from the ceiling, far from keeping with a station of 'listed' status (*left*). Both entrances have had brickwork cleaned. The station buffet still has the three-feathered arrow outside (*below*), which must have been there for many years – let's hope it remains.



Although scaffolding remains over platforms 2-4, the area is now much lighter, seeing that the brickwork has been cleaned and the daylight once more allowed in. As can be seen (*left*) hoardings still take up much of the island platforms under the train shed. Most of the work at the time of writing was taking place over platform 1, which is closed off on Mondays to Thursday evenings after 21.00.



**CHISWICK PARK** – Readers will recall that Chiswick Park platforms were closed in turn in the autumn of 2006 for work on refurbishment and to that end remedial work was undertaken on the concrete canopies. After that everything appeared to grind to a halt and now, some 18 months plus later, all work has been abandoned and it is being left as it is – at least for the time being. If nothing else the exterior brickwork of Chiswick Park now looks smart (apart from some blemishes at the top roof line!) as seen on 26 June.

One sad point to note was that the 'heritage' sign to the eastbound platform, which proclaimed on a plate underneath the renaming of 'Mark Lane' to Tower Hill, has had 'Mark Lane' blanked out. Of interest is that the heritage sign to the westbound platform remains in all its glory, proclaiming (with the 'rider' of its heritage nature) to serve Northfields, Osterley, Hounslow, Ealing, Sudbury, South Harrow, Ruislip and Uxbridge, whereas only Ealing is applicable today.



**KING'S CROSS** – There is little to report on any of the 'tube' platforms at King's Cross since the previous notes were published. However, the photo of the southbound Northern Line platform on 22 June 2008 (*left*) shows in the centre where access for the new Northern ticket hall will be when it opens in 2009/10. Beyond that, where the fluorescent lighting ends, is the new bridge across the southbound track which will give access to the new entrance.

**EARL'S COURT** – There is little to report here with scaffolding still making the station platforms and east end ticket hall rather dark.



**ALDGATE EAST** – A considerable amount of new tiling has been put up on the eastbound platform, but it appears that all work has stopped again. Perhaps it is because blue tiles have been included as borders, which the original décor didn't have. Little seems to have been done recently with the cabling work in metal troughs at ceiling level. The reopening of the east end ticket hall still seems as far off as ever, now running over a year late. As of 18 June it was still firmly sealed off and closed.

On the plus side, the new entrance on the south-west side at the west end of the station (*left*) opened on Friday 13 June.

**BROMLEY-BY-BOW** – There are no significant changes since the previous report but with work at an advanced stage. Completion shouldn't be too far away.



**UPMINSTER BRIDGE** – Not a lot has changed at platform level but work seems to have restarted on the stairwell and subway. The blue-boarding compound remains at the west end of the platform.

The platform looking west (*left*) gives the impression that work is almost complete, but on 18 June 2008 much still remained to be done.