

## A DOCKLANDS UPDATE

Work has been progressing on the upgrading of the railway for many months and these brief notes bring readers up to date. This issue of *Underground News* also illustrates the new B.2007 trains now being delivered, although as these notes were being typed even though nine (104-112) had been delivered, none had entered passenger service.

### NORTH ROUTE

The new station at Langdon Park, between Devons Road and All Saints on the north route opened on Sunday 9 December 2007. At the same time the second platform at the new Stratford station was commissioned. The following day a new footbridge opened crossing over the westbound Central Line track – only to close from 3 February 2008 until 2009! The crossover at the south end of Bow Church was moved further south from 10 March 2008 and that at the south end of All Saints moved south from 31 March 2008. Both of these were moved so that the station platforms can be lengthened to accommodate three-vehicle trains.

### BECKTON ROUTE

In Beckton depot, additional southern sidings became available from 20 February 2008, although it is believed they weren't used until some time after this date.

The two 'bowl' stations at Cyprus and Beckton Park will not need to be lengthened for three-vehicle trains.

From just east of Royal Victoria towards Canning Town, the former Silverlink track has been removed. This will enable an extra platform to be built at Royal Victoria and provide space for the work on the new flyovers east of Canning Town.

### AIRPORT ROUTE

Track connections to the Woolwich Arsenal extension have been made. The 'up' platform (No.2) at King George V was closed from 1 February to 26 February 2008 for this work to be done, which was then followed by the 'down' (No.1) platform until 31 March 2008. The yard adjacent to the line on the left, once full of concrete tunnel segments, is now empty!

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**Opposite:** (Lower) Looking from Silvertown Way road flyover towards Canning Town, a westbound train heads away for Tower Gateway. The former Silverlink trackbed can be seen above the train and new flyovers will be built here so that trains from both eastern branches (Airport and Beckton) can use either of the two routes, the existing route to Poplar and the future route north to Stratford. The curved structures at the upper centre-right are the floodgate buildings above the Jubilee Line tunnels.



The temporary wall dividing the operational King George V station from the Woolwich extension construction has been removed and tracks now continue, presumably into the tunnel mouth although a wooden partition prevented a view of this when photographed (*left*) on 13 May 2008. Opening of the new extension is still expected to be early-2009. The yard on the left (and behind) was originally full of concrete tunnel segments!

**Photo: Alan  
Blake**

## **CANNING TOWN**

The former siding between the east- and westbound lines has been converted to become the westbound running line, the work being completed from 21 April 2008. The former westbound running line has been de-commissioned for work on track rearrangement in the area. From that date, revisions were made to train services, as trains were no longer able to reverse there in the rush hours because of consequential restricted capacity (see "Train Services", below). Work is also taking place on the construction of the new flyovers and flyunders which will connect with the former Silverlink route to Stratford. In this area, all of the former main line track and signalling has been removed.



### **CANNING TOWN – STRATFORD**

The platform edge nosing stones on the former Silverlink platform are being removed, presumably to make the platform height the right level for DLR trains.

### **WEST INDIA QUAY DELTA JUNCTION**



From 21 April 2008, platform No.1 at West India Quay was taken out of use over the weekend possession and hoarded off from the adjacent platform. All trains from Stratford and Bank heading towards Canary Wharf and south now have to use platform No.2. The space will be utilised by a new 'avoiding' line which will be used by trains from Bank to Lewisham in that direction only. Such trains will not be able to stop at West India Quay.



**Above:** West India Quay looking north on 15 May 2008 showing the now disused track on the right which led to platform No.1. A train from Stratford approaches, which now shares platform No.2 with trains from Bank.

**Left:** Looking towards West India Quay station from the north end of Canary Wharf southbound island platform. The new 'avoiding' line will join the right hand track in the centre of the photograph and therefore trains from Bank and Stratford will have their own tracks up to this point.

At ground level under the delta junction, hoardings have been put in place as a construction site for the new 'avoiding' line.

## **SOUTH ROUTE**

The existing station at South Quay is to be replaced, as three-vehicle trains cannot be accommodated there on a straight section of track. Therefore, a new station is to be built slightly east where the track is straight, and to that end, piling work on the new station began at the end of February 2008.

There is much building work going on around Crossharbour, but not on the station! The London Arena, closed in 2005, has been demolished and a new building is being constructed on its site. Because of that, the station has been renamed back to its original "Crossharbour" and the suffix "& London Arena" dropped. It has been suggested that this was done in 2007.



The replacement station at Heron Quays was built to accommodate three-vehicle trains and will therefore not need lengthening. This view (*left*) looks north from the north end of the southbound platform to Canary Wharf. The only clue as to where the original Heron Quays station used to be is with the OPO mirror that remains in splendid isolation north of the new station on the centre left of the photograph. The old station was thus even closer to Canary Wharf station!



To the west of the two-platform station at Mudchute (*seen in the centre of the photo, left*) the siding has already been taken out of use. Here a third platform will be provided for the three-car project.

Island Gardens is sufficiently long enough for three-vehicle trains but the deep level Cutty Sark station is not and to save costly engineering work, a 'selective close' facility will be provided to that one car will remain in the tunnel with the doors closed. Work on the Lewisham extension is to start at the end of June 2008.

**WEST ROUTE**



As reported in the June issue of *Underground News* (pages 430-431), a new footbridge is to be provided between c2c and the DLR at Limehouse. At both Limehouse and Westferry, Herras fencing has been installed close to the notices and advertisements, blocking off also the platform seating. Work is well advanced on the extension of the island platform at the east end of Shadwell station (*left*). Because of the intended extended platform, the emergency crossover east of the station had to be relocated to the west.

## TRAIN SERVICE CHANGES

With the loss of the centre siding at Canning Town for reversing, train services on Mondays to Fridays were re-arranged from 21 April 2008 during the early morning, in both peaks and after the evening peak until 21.00. At other times and at weekends, there is no change to operating patterns.

### MONDAYS TO FRIDAYS

Section	Before 06.30		Morning Peak		Evening Peak		19.30 – 21.00	
	Mins	Trains	Mins	Trains	Mins	Trains	Mins	Trains
BAN – LEW	10	6	3½	18	3½	18	7	9
STR – CAW	–	–	14	3	–	–	–	–
STR – CRO	10	5	–	–	7	7	7	7
STR – LEW	–	–	14	5	–	–	–	–
POP – BEC	10	5	7	7	7	7	7	7
TOG – KGV	10	5	7	8	7	8	7	8
<b>Total Trains:</b>	<b>21</b>		<b>41</b>		<b>40</b>		<b>31</b>	
<b>Total Vehicles:</b>	<b>42</b>		<b>82</b>		<b>80</b>		<b>62</b>	

It will be seen that during these times the Beckton service terminates at Poplar while Airport trains operate to Tower Gateway.

The next service change will be from 30 June 2008 but will apply on a daily basis. On the Lewisham branch, a 10-minute service will be provided to and from Island Gardens, operating on a single line between Island Gardens and Greenwich. This will connect at Island Gardens in the opposite platform with a 10-minute service to Bank, which will operate single line between Island Gardens and north of Mudchute.

This will continue until late-August but the single line arrangements will change midway. In addition to this arrangement, Tower Gateway will also be closed from the end of June 2008 through into 2009. Trains from Beckton will thus terminate at Canning Town while trains from King George V will terminate at Bank.