

## DOCKLANDS DEVELOPMENTS

Work continues apace on the upgrading of the Docklands Light Railway in time for the 2012 Olympic Games and beyond. Significant events since the last report (in *Underground News* No.559, July 2008), include –

- Closure of Tower Gateway from 28 June 2008 for reconstruction and remodelling. Beckton – (Tower Gateway) service terminated at Canning Town daily in consequence.
- From 30 June 2008, single line working from north of Mudchute to Island Gardens on the southbound. Lewisham service single line shuttle from Island Gardens northbound to north of Greenwich.
- Current switched on between King George V and Woolwich Arsenal from mid-July 2008.
- From 28 July, single line working north of Mudchute to Island Gardens on the northbound. Lewisham service single line shuttle from Island Gardens southbound to north of Greenwich.
- Resumption of normal running south of Crossharbour from 26 August 2008.
- Reduced services from 1 October 2008 with further revisions from 17 November 2008.
- Opening of Woolwich Arsenal extension on Saturday 10 January 2009 with formal opening by the Mayor of London two days later. Woolwich Arsenal served by trains to and from Bank every 10 minutes daily. The Monday to Friday service from 12 January also incorporated a 10-minute Stratford – Bow Church shuttle until 06.30 for Olympic Park workers in addition to the normal 10-minute Stratford – Crossharbour service.
- Stop-gap increase in service to Woolwich Arsenal during the busiest part of the peaks (07.45 to 09.15 and 17.00 to 18.30) from 19 January 2009 by the introduction of Woolwich – Blackwall shuttles every 20 minutes, giving Woolwich 9tph or three trains every 20 minutes.
- Tower Gateway reopening and through Beckton service reinstated from 2 March 2009. The new terminus comprises a single track with two platform faces – one for alighting and one for boarding. The ‘east’ entrance has also been reopened now leading only to the departure platform. Presumably passengers wishing to exit that way must walk around the end of the platform and along the departure platform – or perhaps they just exit on the ‘boarding’ side as the train doors are able to open both sides simultaneously, thus creating an unintended two-way passenger flow. In the future, the second track at Royal Mint Street Junction will be commissioned.
- From the same date, the ‘additional’ Woolwich service in the peaks revised to operate every 10 minutes to Canning Town and 07.30 to 10.00 and throughout evening peak, giving the new extension a 5-minute peak service. DLR services in general, however, still at a reduced level for the time being.
- Because of even more escalator work at Bank, the Woolwich Arsenal – Bank service reversed short at Shadwell during the peaks Monday to Thursday 6-9 April. This was to prevent overcrowding on the DLR platforms at Bank with an even more reduced escalator service. However, normal working was expected to resume from Tuesday 14 April when the reduced escalator service wasn’t so ‘reduced’.

In the meantime, the DLR made the news on Tuesday 10 March when the leading bogie of a train travelling from Bank to Lewisham became derailed approaching West India Quay at West India Quay Delta Junction at 10.02. The train was being driven manually at the time because of a signalling problem in the area. Both the DLR and RIAB were fairly quick to point out that there were no problems with the train or the points involved. (*Read into that what you will! – Ed.*) Needless to say that services were suspended for a time but resumed during the afternoon apart from through the incident area. This meant that all destinations were served but there was no through service between Bank and Lewisham.



Looking east near Westferry on 10 January 2009. The remains of the flyover that carried the Bank to West India Quay track over the Beckton tracks is seen butting onto as yet bare steelwork connecting to the new diversionary route.

**Photo: Alan Blake**



Looking towards West India Quay also on 10 January 2009 from Poplar. The DLR diversionary route from Westferry to Canary Wharf bypassing West India Quay station is under construction, rising from below the curve from Poplar to West India Quay to pass the latter on its east side.

**Photo: Alan Blake**



A train passes the construction site for the replacement South Quay DLR station looking east along Marsh Wall on 10 January 2009. The site is further east and on the opposite side of the road to the present South Quay station which cannot be lengthened to take three unit trains because of its situation between two curves.

**Photo: Alan Blake**



The new DLR flyover under construction east of Canning Town which will carry trains from Bank/Tower Gateway to the Beckton branch over those towards the Woolwich Arsenal line. This view was from Silvertown Way on 22 January 2009.

**Photo: Alan Blake**



The rebuilt Tower Gateway station as seen on 27 March 2009, with the single track terminus and platforms either side clearly visible.

**Photo: Brian Hardy**



The refurbished ticket hall of Tower Gateway on reopening day. The roof appears to be covered in a canvas type material.

**Photo: Kim Rennie**

The service from the reopening of Tower Gateway on 2 March 2009 is summarised as follows:

## MONDAYS TO FRIDAYS

Section	Morning Peak		Midday		Evening Peak		After 21.00	
	Mins	Trains	Mins	Trains	Mins	Trains	Mins	Trains
BAN – LEW	5	14x2	5	14x2	5	14x2	10	6x2
STR – BOC	–	–	–	–	–	–	–	–
STR – CAW	–	–	10	5x2	–	–	10	4x2
STR – CRO	–	–	10	4x2	10	5x2	–	–
STR – LEW	5	15x2	–	–	10	8x2	–	–
TOG – BEC	10	7x2	10	7x2	10	7x2	10	6x2
CAT – BEC	–	–	10	3x2	–	–	–	–
BAN – WOA	10	7x2	10	7x2	10	7x2	10	7x2
CAT – WOA	10	3x2	–	–	10	3x2	–	–
<b>Total Trains:</b>	<b>46</b>		<b>40</b>		<b>44</b>		<b>23</b>	
<b>Total Vehicles:</b>	<b>92</b>		<b>80</b>		<b>88</b>		<b>46</b>	

## WEEKENDS

Section	Saturdays †		Saturdays ‡		Sundays †		Sundays ‡	
	Mins	Trains	Mins	Trains	Mins	Trains	Mins	Trains
BAN – LEW	10	6x2	10	6x2	10	6x2	10	6x2
STR – CAW	10	4x2	–	–	10	4x2	–	–
STR – LEW	–	–	10	7x2	–	–	10	7x2
TOG – BEC	10	6x2	10	6x2	10	6x2	10	6x2
BAN – WOA	10	7x2	10	7x2	10	7x2	10	7x2
<b>Total Trains:</b>	<b>23</b>		<b>26</b>		<b>23</b>		<b>26</b>	
<b>Total Vehicles:</b>	<b>46</b>		<b>52</b>		<b>46</b>		<b>52</b>	

† Before 08.30 Saturdays and before 10.30 Sundays. After 19.30 Saturdays and Sundays.

‡ Saturdays 08.30 to 19.30 and Sundays 10.30 to 19.30.