

# NEWS AND NOTES

## FURTHER STEP-FREE WORK



**Above, Right and Below Right:** Work progressing on MIP lift installation at **Osterley**, with a projected completion date of November 2020. The photo (Right) shows the entrance which has a one-way system, left to enter and right to exit.

**Below:** The 'bridge' across the tracks at **Debden** is now in place with work continuing on both lift towers. An eastbound Central Line train of 1992 Tube Stock departs for Epping.

**All photos: Brian Hardy**



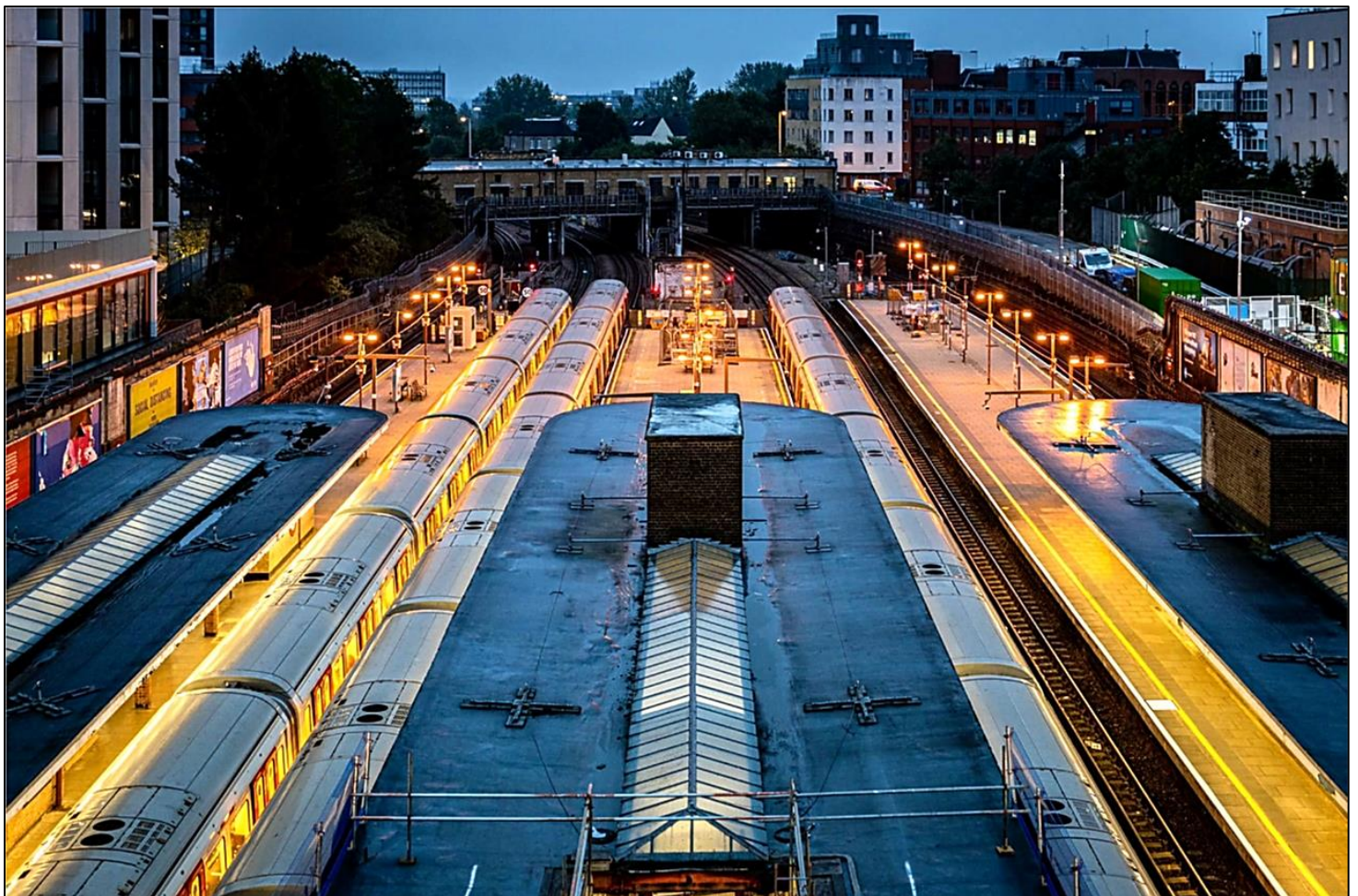


**Above:** By Friday 14 August 2020, the lower lift lobby hoarding at **Cockfosters** had been removed, making the lift visible to the public. Work continues with its commissioning.

**Photo:** Transport for London

**Below:** Dawn breaks at **Harrow-on-the-Hill** looking south on Saturday 15 August 2020. This view will change radically when the bridges for the new lifts are craned into position.

**Photo:** Charley Monroe





**Above:** Seen on 18 August 2020, the first lift tower 'shell' on platforms 3 and 4 is seen in position at Harrow-on-the-Hill.

**Richard Griffin**

**Top Right:** The following day, the three towers for the three island platforms are in position on all three island platforms.

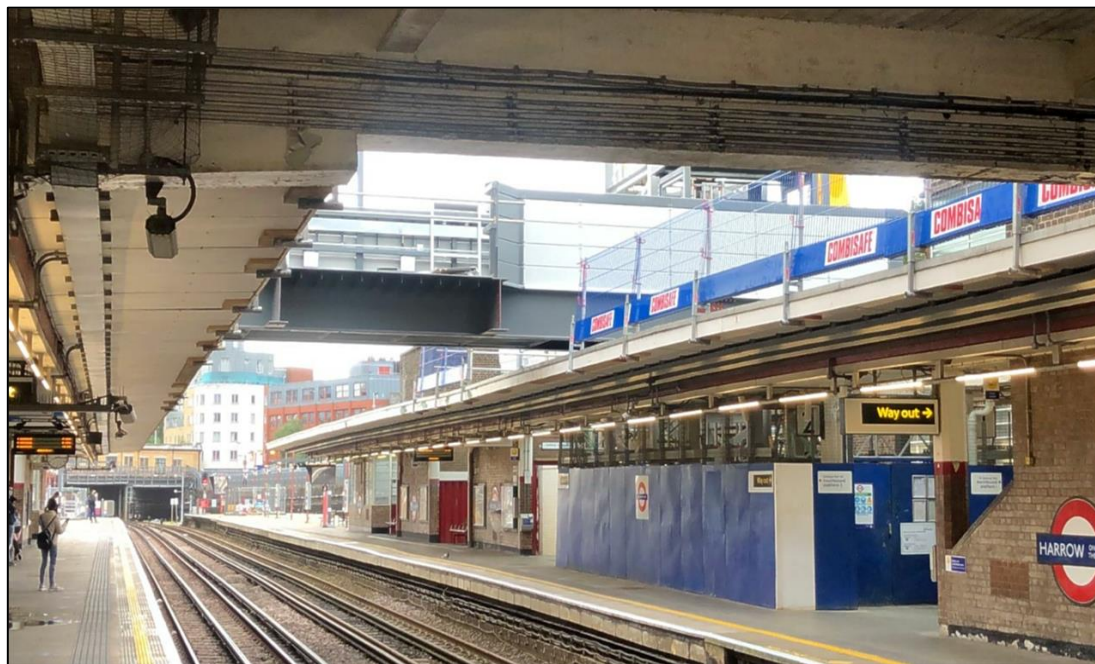
**Below:** On 21 August 2020, a new bridge had been installed spanning the tracks. This photo was taken at 08.15 at the height of the rush hour – such is the continued lack of passenger traffic on much of the Underground.

**Both photos: Chris Cobley**



**Above:** Looking across the station canopies with the installation work in progress.

**Photo: Transport for London**



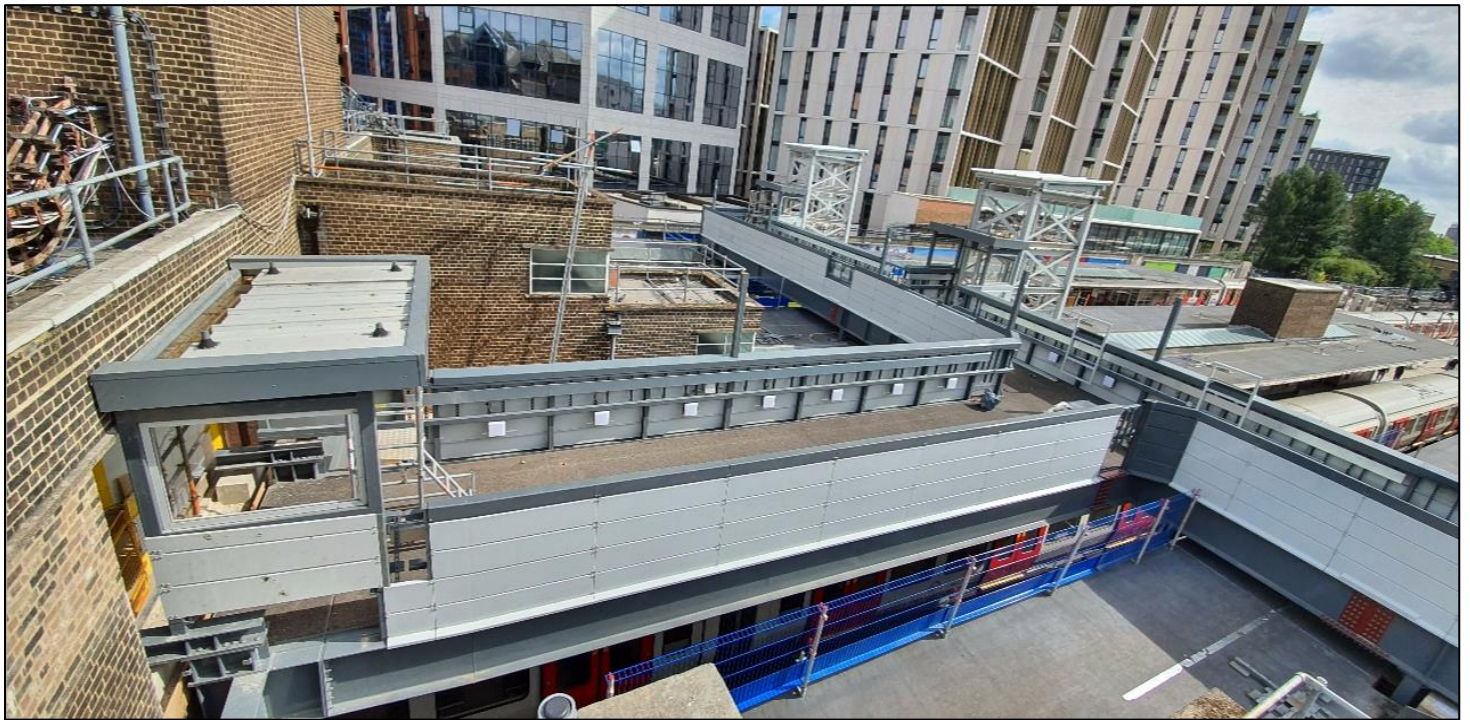
**Opposite:** (Top Left and Right) The work on installing the lift towers and bridges was undertaken by an enormous crane, seen during the dismantling process outside the Lowlands Road entrance on 25 August 2020. It was named locally by staff as "the beast". The lifting work on Saturday night was cancelled because of strong winds.

**Both photos: Richard Griffin**

**Opposite:** (Centre) This photo shows the link from the overbridge towards the main station building.

**Opposite:** (Bottom) Compared with the view on page 561, this is the new view, looking south after the lift tower and bridge installation work had been completed.

**Both photos: Transport for London**



## BANK STATION UPGRADE

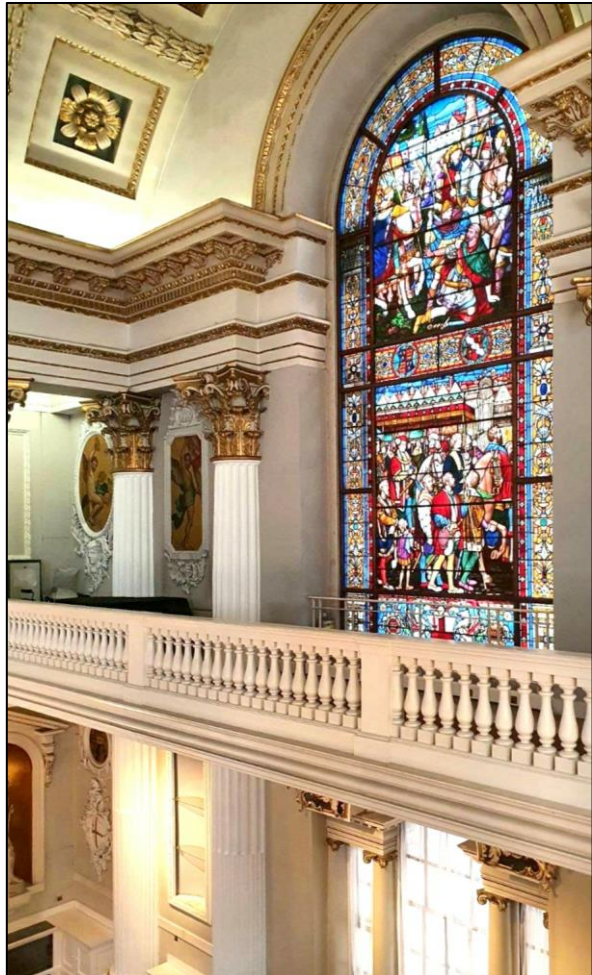
In connection with the Bank Station Capacity Upgrade programme, the replacement of the stained glass window in the Egyptian Hall of the Mansion House has been completed. As part of risk mitigation measures, the stained glass window (*Left*) was removed in August 2017 as there was concern that it may sustain further damage due to tunnel construction under the front of the Mansion House. The stained glass window sustained damage during the 1993 Bishopsgate bomb and was already extremely fragile. Further movement or stress on the glass could have damaged it further, so the decision was taken to remove it and temporarily replace it with a plastic replica. The original window was given to a specialist stained glass window restorer to repair and refurbish. During August, the temporary window was removed and replaced by the newly refurbished original window. This work could only be carried out in August because this is the only time of the year when the Mansion House closes and access could be granted. The refitting of the window also marks an end to tunnelling on the project as the excavation of the last cross passage is about to be completed.

*Photo: Transport for London*

## 4LM ON NETWORK RAIL

With work on the Network Rail sections now in doubt (see page 572, this issue), very little has been done on the District Line's Richmond branch, although a new signalling equipment room has been built at Richmond.

*Photo: DStock7080*



Line's Richmond branch, although a new signalling equipment room has been built at Richmond.



## EALING BROADWAY



The temporary waiting room between Central and District Line platforms at Ealing Broadway. There is also a one-way system at peak times.

**Photo: Stuart Hicks**

## CENTRAL LINE RAIL ADHESION TRAIN



The overhaul of the five-car Central Line RAT is nearing completion. It will be interesting to see whether it operates 'east' or 'west' this season.

**Photo: Transport for London**

## RESTRICTED ACCESS AT VICTORIA – COVID-19

**Below:** Two of the entrances to Victoria LU station, showing (Left) closed access to the Victoria Line ticket hall but with step-free access available to the left. The more recently opened station entrance (Right) with about three-quarters of the entrance denied.

**Both photos: Stuart Hicks**



## UPMINSTER

**Left:** With Upminster being a c2c-managed station and adorned with that company's signage, it was noted on 13 August 2020 that the signs on District Line platforms 3, 4 and 5, were being changed to those with a white background, to match those already on c2c platforms 1 and 2, along with social distancing signs on posts.

**Photo: Colin Smith**

**Overleaf:** (Top Left and Right) Two views of the Tube Vac at Embankment on the District Line on Monday night 10 August 2020, which hasn't operated since 'lockdown' began.

**Both photos: Transport for London**

## TUNNEL VAC BACK IN USE



## BETWEEN EPPING AND ONGAR



**Above:** Like many other heritage railways, the Epping – Ongar Railway has now reopened and on Saturday 15 August 2020 their DMU is seen operating the 13.45 from North Weald to Ongar, passing the former Blake Hall station. The Epping – Ongar branch of the Central Line will have been closed 26 years on 30 September 2020 but has since become a successful Heritage Railway.

**Photo:** Richard Thomas (Hertman Images)

# IN AND AROUND RUISLIP DEPOT



**Above:** A line-up of four Schöma locomotives which have been converted from diesel to battery-electric. Although the conversion work was done in 2015, they have not been used for service and are unlikely to be.



**Left:** Resident in Ruislip Depot since 1 October 2014 is the three-car unit of 1960 Tube Stock belonging to Cravens Heritage Trains.

**Below:** Of the ex-main line coaches in the Heritage fleet, this one was one of the original barrier vehicles for the Track Recording Car TRC666 when it was intended for it to be loaned to British Rail from time to time for work on their system.

**All photos: Brian Ball  
on 30 July 2020**





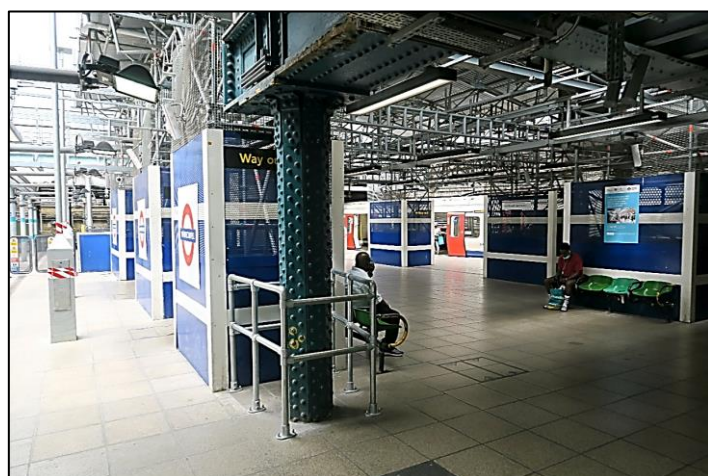
# HACKNEY WICK LONDON OVERGROUND



*The plaque at Hackney Wick (Above) from when Sir Peter Henty performed the opening ceremony. It will be recalled that improved interchange facilities were provided Hackney Downs and Hackney Central). Also at Hackney Wick (Above, Right) is a new style hand sanitiser for LU and LO stations with two separate dispensers, presumably one as a back-up if the other was empty. If it was aimed at two passengers using it at once, then that wouldn't observe social distancing requirements!*

**Both photos: Kim Rennie**

## WHITECHAPEL



**Opposite:** (Lower, Left) Three views of Whitechapel, showing (Left) new square based lighting poles up so that the removal of those temporary heavy round ones can take place.

**Photo: Transport for London**

**Opposite:** (Right Centre and Lower) The temporary “tent/gazebo-like” structure, which covered the area in front of the temporary west entrance/exit at platform level, was removed over the weekend of 1/2 August 2020.

**Both photos: Brian Hardy on 6 August 2013**

## EAST LONDON LINE REVISITED

These five photographs take a look at the original East London Line underground stations as they were on 6 August 2020.

**All photos: Brian Hardy**



**Above:** (Left) Whitechapel on the London Overground looking north from southbound platform 6. Much more work needs to be done throughout the whole station.



**Above:** (Right) The north end of Shadwell looking south. The archway that can be seen to the right (there is also one on the left) is where the original access to and from the station used to be, up a long flight of stairs. It was replaced when the station was rebuilt in the early-1980s.



Looking south at Wapping (Above, Left) which, along with other East London Line stations, retain their platform murals. The narrow platforms mean that the train indicators are located above the tunnel mouths and similarly at Rotherhithe (Above), looking north from the southbound platform. The class 378 EMUs are going through a refresh programme, with a new exterior livery and new style of seating moquette, akin to the newer class 710s on other London Overground routes. One of these is seen arriving at Rotherhithe (Left) on a northbound working. At this time, the service to New Cross was still suspended.

# CROSSRAIL

## UPDATE FOLLOWING CROSSRAIL BOARD – AUGUST 2020

The Crossrail Ltd. Board met on 20 August 2020 and considered the latest update from the leadership team concerning progress to complete the Elizabeth Line. This follows an update after the July Board where it was announced that the central section could not open in summer 2021. Delivery of the Elizabeth Line is now in its complex final stages and is being completed at a time of great uncertainty due to the risks and potential impacts of further Covid-19 outbreaks.

The Board's latest assessment, based on the best available programme information right now, is that the central section between Paddington and Abbey Wood will be ready to open in the first half of 2022. As work to complete the railway progresses, there may be opportunity to review and bring forward the opening of the central section, subject to progress during the intensive operational testing phase. The latest cost estimate presented to the Board shows that the cost to complete the Crossrail project could be up to £1.1bn above the Financing Package agreed in December 2018 (£450m more than the upper end of the range announced in November 2019). Work is ongoing to finalise the cost estimates.

Crossrail is planning to start intensive operational testing, known as Trial Running, at the earliest opportunity in 2021. From the start of Trial Running it will then take a period of time to fully test the Elizabeth Line before it can open for passenger service. This includes a final phase known as Trial Operations involving people being invited onto trains and stations to test real-time service scenarios to ensure the readiness of the railway. Following the opening of the central section, full services across the whole line from Reading and Heathrow in the west to Abbey Wood and Shenfield in the east will be introduced. The introduction of full services will be aligned with the National Rail timetable change which occurs twice a year in May and December.

Despite the challenges presented by Covid-19, good progress continues to be made with completing the remaining construction work, with much of this work coming to an end, along with software testing for the signalling and train systems. Progress during the last six months includes all central section stations, (except Bond Street) now certified as ready to support Trial Running; eight of ten shafts and portals completed and handed over to the operator; handover of the first central section station, Custom House, to TfL; the introduction of the first full-length Class 345 train in passenger service between Paddington and Heathrow and a viable signalling software product available for Trial Running.

To help recover some of the lost time, Crossrail is undertaking a period of intensive construction activity during August and September to complete the remaining construction works in the routeway for Trial Running. The construction blockade is progressing well and achieving targeted levels of productivity. Following completion of the blockade in September, Crossrail will commence testing of the next evolution of the signalling software, helping to further build operational reliability. Once software testing completes later this year, Crossrail will then begin an enabling phase for Trial Running with testing in the tunnels undertaken with an increased number of trains. This will provide an opportunity to test how well the railway systems work in operational-like situations and will be undertaken as the extensive safety case to the Office of Rail and Road to commence Trial Running is finalised.

Crossrail is one of the UK's most complex infrastructure projects, comprising numerous separate elements, all of which must work together reliably to ensure the successful operation of the railway and the safety of passengers who will use it every day. Much of the remaining work involves hooking up, integrating, testing and certifying the completed infrastructure and railway systems along with the finalisation of the extensive safety case to the Office of Rail and Road who will give the go-ahead to commence Trial Running. This marks a key point in the project's transition to an operational railway and is a critical step forward in making possible the opening of passenger services between Paddington and Abbey Wood. Trial Running will see multiple trains operating in the tunnels to fully test the timetable and build reliability while the final works to the stations are completed. This includes a final phase known as Trial Operations to test real-time service scenarios to ensure the readiness of the railway. When the central section of Crossrail opens, the railway will operate as follows:

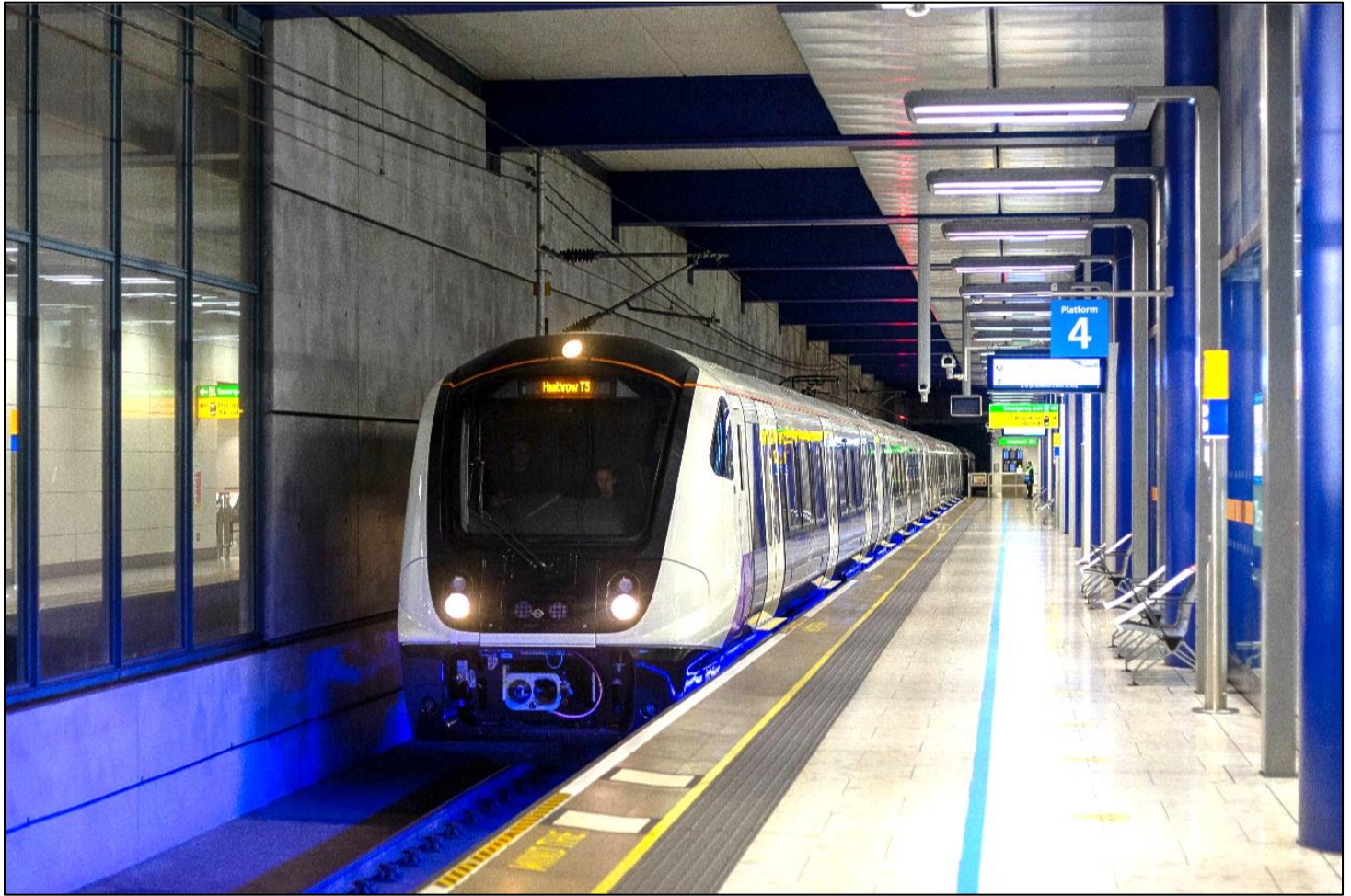
- Paddington (Elizabeth Line station) to Abbey Wood via central London.
- Liverpool Street (main line station) to Shenfield.
- Paddington (main line station) to Heathrow and Reading.

Following the central section opening, full services across the Elizabeth Line from Reading and Heathrow in the west to Abbey Wood and Shenfield in the east, will be introduced.

## OTHER NEWS

Further to NF 70/20 and the problems with nine-car Crossrail Class 345 EMUs, test running resumed through the Heathrow tunnels on 16 July 2020 and nine-car empty test trains were noted passing through Ealing Broadway on Monday 20 July. To that end, the first use of nine-car class 345 trains to Heathrow Terminal 5 began on Thursday 30 July 2020 (*Below*), this being at T5 on the first day with a mid-afternoon service from Paddington. The first passenger train to Heathrow comprised unit 345.004.

**Photo: Fraser Hay**



**Above:** Two views of Ealing Broadway, looking west from the relatively new footbridge (Left) with a Class 345 in platform 4, Central Line trains in platform 5 and 6 and District Line at far right. Looking east (Right) with the Central Line to the left.

**Both photos: Crossrail**

## 4LM SIGNALLING UPDATE

A list of proposed commissioning dates for 4LM resignalling was included in the July 2019 edition of *Underground News* as shown below. Since then, problems with SMA1 and SMA2, commissioned together, led to delay in SMA3 and then the Covid virus brought all works to a halt. All project work across TfL was stopped on 24 March 2020, with any continuing works subject to a director's exemption, granted on a case by case basis. 4LM was then allowed to come out of the exemption process and manage it themselves, with works recommencing on a staged basis. Training was also disrupted by social distancing requirements, and many staff need refresher training once again, expected to restart this September. Commissioning work recommenced on 10 July 2020.

Whilst installation works have recommenced, financial problems have led to a review of remaining areas. Resignalling at the west end of the District Line has been postponed, although installation has already reached Ealing Broadway. TfL have provided new planned commissioning dates for remaining areas, shown below together with earlier actual commissioning dates in bold. Operational proving for SMA3 was reported slated for 9/10 January 2021.

Perhaps the first three timetable upgrades may be achieved a year after last planned. The final two timetable upgrades should also be achievable, since 32 tph in the core was always scheduled before District Line completion was planned. Work on Farringdon (City) sidings has been deferred for a year.

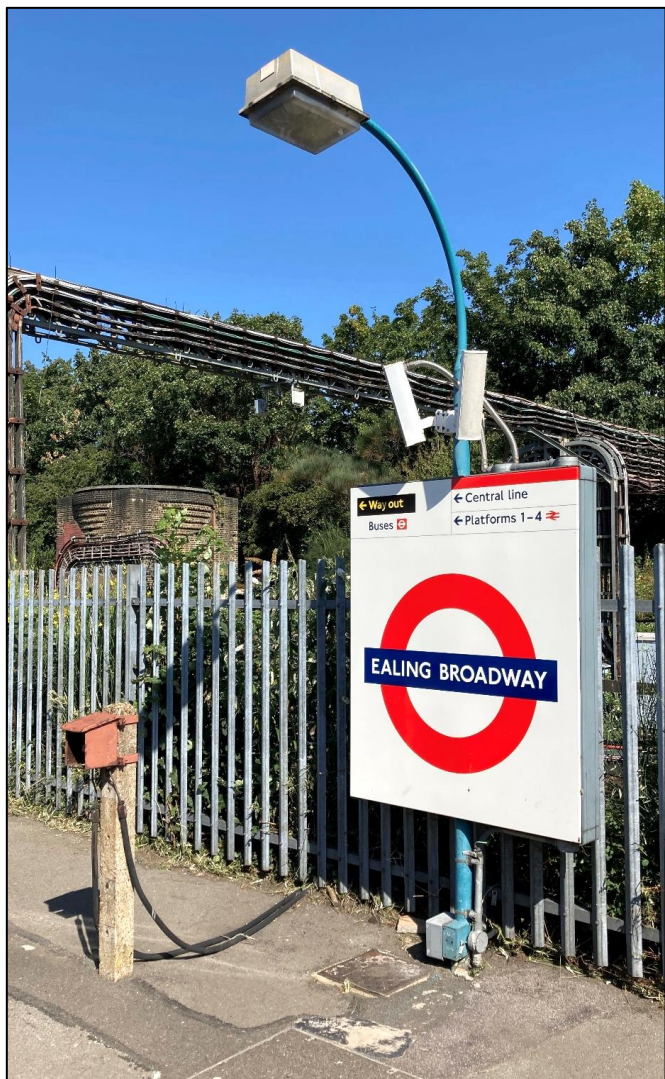
Area	2020	2019	Cabin closures
0.5 Hammersmith – Latimer Road	<b>17.03.19</b>	<b>17.03.19</b>	Hammersmith
1 Latimer Road – Paddington (suburban)	<b>01.09.19</b>	10.08.19	
2 Paddington (both)/Finchley Road – Euston Square	<b>01.09.19</b>	10.08.19	Edgware Road
3 Euston Square – Monument/Stepney Green	07.03.21	22.09.19	Whitechapel
<i>Enables 28tph peak on north side of Circle line – was planned for March 2020</i>			
4 Monument – Sloane Square	02.05.21	19.11.19	
5 Bayswater/Sloane Square – Olympia/Lillie Bridge/Barons Court/Fulham Broadway	11.07.21	12.01.20	
6 Stepney Green - Becontree	10.10.21	09.08.20	
<i>Enables 30tph for both sides of Circle line – was planned for December 2020</i>			
7 Becontree – Upminster	05.12.21	15.11.20	Barking, Upminster
8 Finchley Road – Preston Road	06.03.22	25.07.21	Baker Street †
9 Preston Road – Moor Park/West Harrow	04.09.22	17.10.21	Harrow-on-the-Hill
<i>Enables 32tph core, 24tph Metropolitan – was planned for December 2021</i>			
10 Barons Court – Richmond/Chiswick Park	–	30.01.22	
11 Chiswick Park – Ealing Broadway	–	30.01.22	
12 Fulham Broadway – Wimbledon	–	03.04.22	Earl's Court †
<i>Enables 32tph core for 3 hours, 28tph Metropolitan – was planned for May 2022</i>			
13 Moor Park – Watford/Chesham/Amersham	05.02.23	31.07.22	Rickmansworth, Amersham
14 West Harrow – Uxbridge	04.23	02.10.22	Rayners Lane
<i>Enables optimised peaks, further off-peak increases – was planned for May 2023</i>			

† Signalling control centre rather than signal cabin. After SMA5, Earl's Court remains to control Parsons Green sidings only, where signalling dates from 1958/60.

These areas will be controlled from seven desks at Hammersmith:

- Hammersmith desk – Edgware Road to Hammersmith/Notting Hill Gate.

- Baker Street desk – Finchley Road to Moorgate.
- Aldgate desk – Liverpool Street to Sloane Square/Stepney Green.
- Barking desk – Stepney Green to Upminster.
- Earl's Court desk – Fulham Broadway to High Street Kensington, and West Kensington to Sloane Square including Olympia.
- Harrow desk – Finchley Road to Northwood/West Harrow.



**Left:** Noted at Ealing Broadway in early-August:

- New CBTC antennae cable bridge
- New axle counter boxes at Ealing Broadway and Hanger Lane Junction.

This photo, taken from the east end of platform 7, shows the building in the background which is the remains of the District Railway water tower with the metal tank removed. At lower left is the plunger for route to the Central Line, long since removed.

**Photo: Colin Smith**

## ISLAND LINE

With the 1938 Tube Stock soon to be withdrawn, there are moves afoot to get one or more units retained for preservation and to that end, a number of organisations have expressed an interest with South Western Railway (SWR), who is looking for new homes for the trains as soon as possible, thereby making room for the delivery of the first Class 484s for testing this year. SWR has already had a number of enquiries from preservation groups, including the nearby Isle of Wight Steam Railway. Those interested in acquiring a train will need to demonstrate the capacity and financial security to remove and look after the train, as well as an appropriate long-term physical location for it. It is also required that interested parties formulate a plan to manage potentially hazardous substances where these remain on the trains, which will need to meet the satisfaction of the Office of Rail & Road and other statutory bodies. The trains are in varying states of repair, with two of them having been used largely for spares in recent years.

Enter "The London Transport Traction Group", which was formed around the end of May 2020 with the founding aim of preserving an example of the Class 483 1938 Tube Stock. We are told that the group has been in negotiations with the Epping Ongar Railway regarding the storage and operation of one two-car train and is currently making the necessary enquiries about acquiring a unit.

**Left:** Unit 483.007's return to passenger service is still awaited as this issue closed for press, seen in the shed at Ryde St. John's Road looking very smart but still awaiting the return of overhauled equipment, having been out of service for some three years. If or when it does return to service, it will be of short duration before its final withdrawal.



**Photo: LURS Collection**

The group intends that, if successful, the unit would be able to power itself, whether that be via an on-board generator set or on-board batteries. This could possibly lead to operation on more than one heritage railway. An on-board generator has been specified for a range of 60 miles with maximum gradients of 1 in 55 over 0.3km, so more than adequate for a day's operation on the EOR.

We are told that SWR is reviewing each application on an individual basis and allocating the units based upon that, and at this stage none of the applicants are aware of which unit they may (or may not) get.

The Isle of Wight Steam Railway are reported to be interested in one unit for use as hauled coaching stock, as well as an exhibit in their 'Train Story' Museum at Havenstreet.

Of the six surviving units, it is unlikely that 483.002, withdrawn in 2003 (not 2008 as stated elsewhere!), will be included and could well be the only unit that is actually scrapped.

Mention has been made in these pages from time to time about the performance of the Island Line service using the remains of the 1938 Tube Stock on the Isle of Wight. Most of the problems have been due to defects in the rolling stock (units 006 and 008 are currently the only operational units for a two-train service, whilst 007 has been on overhaul for about three years and is currently awaiting equipment before return to service). However, there have been instances of train crew shortage, too. A summary of June and July 2020 follows.

DATE	REASON	SERVICE ALTERATION
03.06.20	Maintenance 483.006	One train service until 15.00
04.06.20	Maintenance 483.006	One train service until 15.00
06.06.20	Repairs to broken window 483.006	One train service all day
10.06.20	Maintenance 483.006	One train service all day
11.06.20	Maintenance 483.006	One train service all day
12.06.20	Maintenance 483.006	One train service all day
13.06.20	Maintenance 483.006	One train service until 10.00
15.06.20	Faulty jumper cable on unit	One train service until 11.00
26.06.20	Brake defect 483.008	One train service until 07.00
03.07.20	PA fault 483.008	One train service 10.00 – 12.00
06.07.20	No Guard available	One train service 11.00 – 17.30
07.07.20	No Guard available	One train service 11.00 – 17.30
12.07.20	No Guard available	One train service 08.30 – 14.15
14.07.20	Maintenance 483.008	One train service all day
15.07.20	Maintenance 483.006	One train service until 17.15
18.07.20	483.008 failed on St. John's Road depot	One train service all day
19.07.20	483.008 failed on St. John's Road depot	One train service all day
20.07.20	483.008 failed on St. John's Road depot	One train service all day
21.07.20	483.008 failed on St. John's Road depot	One train service all day
22.07.20	483.008 failed on St. John's Road depot	One train service all day
23.07.20	483.008 failed on St. John's Road depot	One train service all day
24.07.20	483.008 failed on St. John's Road depot	One train service until 11.00
25.07.20	No Driver available	One train service from 14.15
28.07.20	Unit failure Sandown	One train service from 18.30
30.07.20	Maintenance 483006	One train service until 10.00

Maybe it is time for their replacement after all ...



**Left:** Unit 483.006 trundles along Ryde Pier heading for the terminus working the 18.18 from Shanklin on 11 August 2020. The disused track of the erstwhile Pier shuttle is on the left and the former double (but unconnected) tracks of the long-closed tramway is to the right of the train.

**Photo:**  
Alex Thorkildsen  
using a DJI Mavic  
Mini Drone



**Above and Left:** Two images released by South Western Railway on 20 August 2020, of the first two-car train of D Stock for the Island Line on the Isle of Wight.

**Both photos: South Western Railway**

The replacement ex-D Stock trains from London Underground will provide more capacity, better accessibility, USB charging, passenger information systems and onboard WiFi. They will also allow the guard to easily pass between carriages to collect fares. As photographed (*Above*), the 'new' trains will be fitted with a snow plough to clear debris from the tracks. Snow is not a regular occurrence on the Isle of Wight but it appears that all eventualities are being catered for.

Each train will be able to accommodate up to around 188 passengers – a mix of 106 standing and 86 seated. During peak times, a total of four carriages (two units coupled together) can be run as a single train giving a capacity of around 376 people. (*It is some time since four-car trains of 1938 Tube Stock have been operated on the Island Line – are passenger numbers really expected to increase that much?*).

Previously, it was said that the new trains would be running to a new Island Line timetable from May 2021 onwards, but due to the coronavirus pandemic, this is likely to be pushed back. There is no definite date to the end of the 1938 Tube Stock yet, although it is believed that the service will be suspended from 4 January to 31 March 2021. Quite how the 1938 Tube Stock will be phased out is as yet unclear.



## ENGINEERING WORK POSTSCRIPT

Further to the photograph of TMM771 and TMM775 at Roding Valley on 6/7 June 2020 on page 487 of Underground News No.704, your photographer didn't realise that the blue, red and white markings are supposed to be an enormous LT arrow with three flights. The arrow points the same direction on both sides of the vehicle. TMM775 (Below) is not to tube gauge and was therefore brought in by road to Hainault depot.



**Above:** (Left) On the same weekend, work is seen in progress to the facing crossover south of Broadmead Road bridge, Woodford, with the Churchfields footbridge in the background. TMM775 was stabled on the eastbound line when this picture was taken, but a couple of hours earlier it had been on the westbound.

**Above:** (Right) Looking north from Broadmead Road bridge, taken on Saturday 6 June 2020 and showing a completely full house in the sidings and bay platform at Woodford. With the other picture looking south, it provides a complete over-view of the layout at Woodford. The van in the station car park was from MC Rail Services.

**All photos: Andrew Colbourne**