

NEW 2025 CAR LINE DIAGRAMS

New rolling stock car line diagrams for all London Underground lines¹ have been produced dated January 2025. The principal reason for the change is to replace the common generic orange Overground interchange 'flag boxes' used on the existing diagrams with a new design featuring the individual names and colours launched in November 2024. A number of other style changes have also been made and are summarised below:

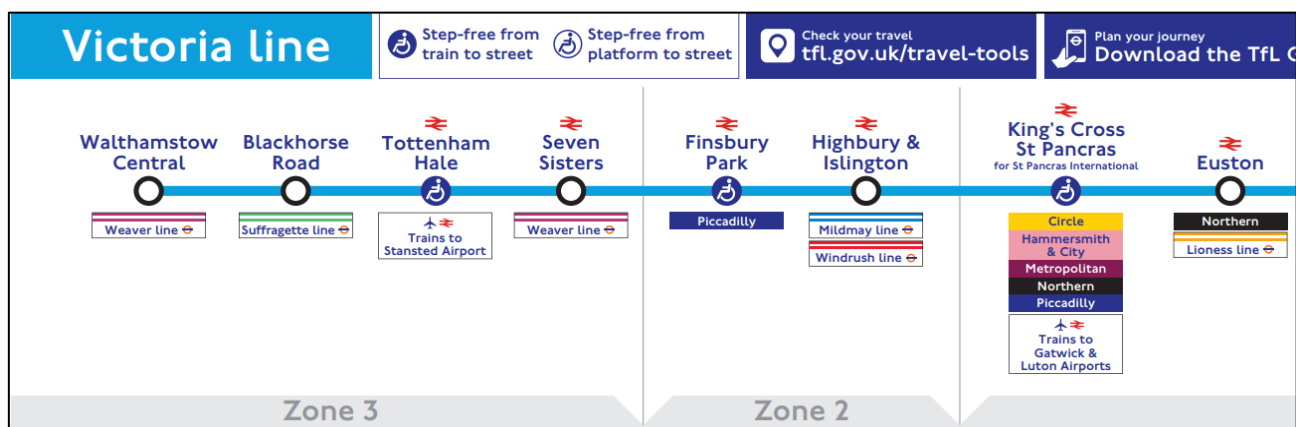
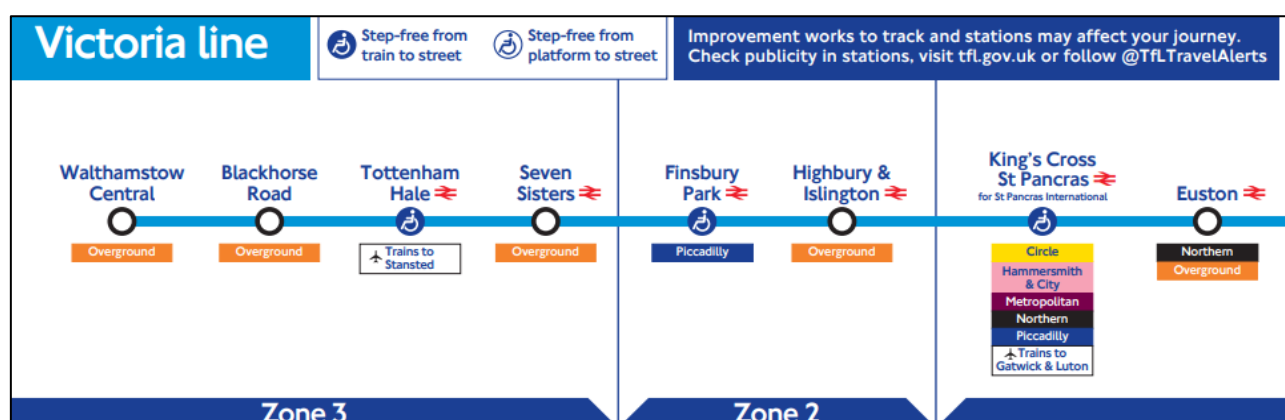
- 'Walking man' (walking person?) pictogram added to 'Out-of-Station-Interchange' (OSI) boxes.
- Airport interchange box text changed from (e.g.) 'Trains to Gatwick' to 'Trains to Gatwick Airport', and multiple boxes combined if the station has services to more than one airport.
- Red National Rail double-arrows now sit centred above or below the station name, instead of to the right of it.
- River Services 'boat' pictogram changed from black to blue, and now sits centred above or below the pier name instead of (generally) to the left of it.
- Victoria Coach Station 'bus' pictogram now sits centred above the name instead of to the left of it.
- Overground, National Rail, airport services, and piers interchange boxes separated from LU line boxes, and also each other (where multiple boxes are present), by a thin space.
- Fare zone information strip changed from white-on-blue to grey-on-light grey - no doubt considered less important now since the advent of contactless payments and Pay-As-You-Go. This alteration was first noted on London Overground car line diagrams in late-2024.

Other changes to individual line diagrams from the previous issues not covered above include the following:

Line	Previous issue	Changes made on the 01/25 issue
Bakerloo	03/22	Paddington – white wheelchair symbol added.
Central	03/23	Leytonstone – 'Leytonstone High Road 730m' OSI box added. St. Pauls – '£ City Thameslink 400m' OSI box added. Stratford – 'DLR to London City Airport' box added.
Circle/Hammersmith & City	05/22	Euston Square – OSI walking distance to Euston reduced from 350m to 340m. Paddington (C&H) – wheelchair symbol changed from white to blue. West Ham – 'DLR to London City Airport' box added.
District	03/22	Putney Bridge – 'Putney Pier 200m' box added. West Ham – 'DLR to London City Airport' box added.
Jubilee	09/23	Canary Wharf – 'Canary Wharf Pier 800m' box added. Canning Town – 'London City Airport' box changed to 'DLR to London City Airport'. North Greenwich – London Cable Car box has 'Greenwich Peninsula 320m' added. West Hampstead – '£ West Hampstead Thameslink 200m' OSI box added.
Metropolitan	03/23	Amersham – wheelchair symbol changed from white to blue. Euston Square – OSI walking distance to Euston reduced from 350m to 340m. Finchley Road – 'Mildmay line Finchley Road & Frognal 450m' OSI box added (<i>no change made on the new Jubilee Line diagram, as West Hampstead is presumably thought to be a more convenient</i>

¹ The one exception is the Waterloo & City Line, which has no interchanges with London Overground, and thus retains its existing February 2023 diagrams.

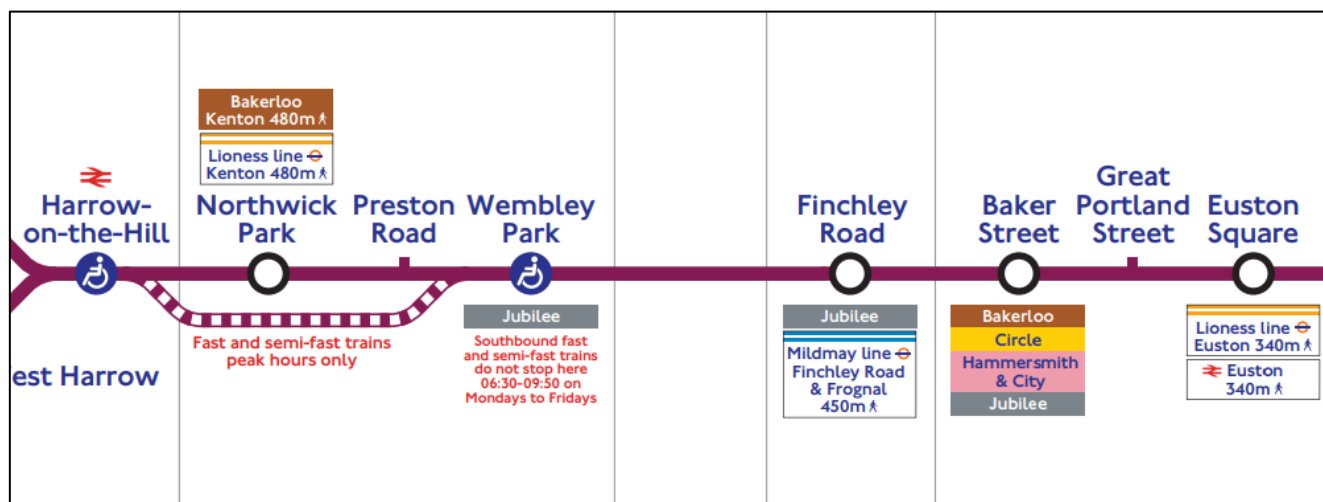
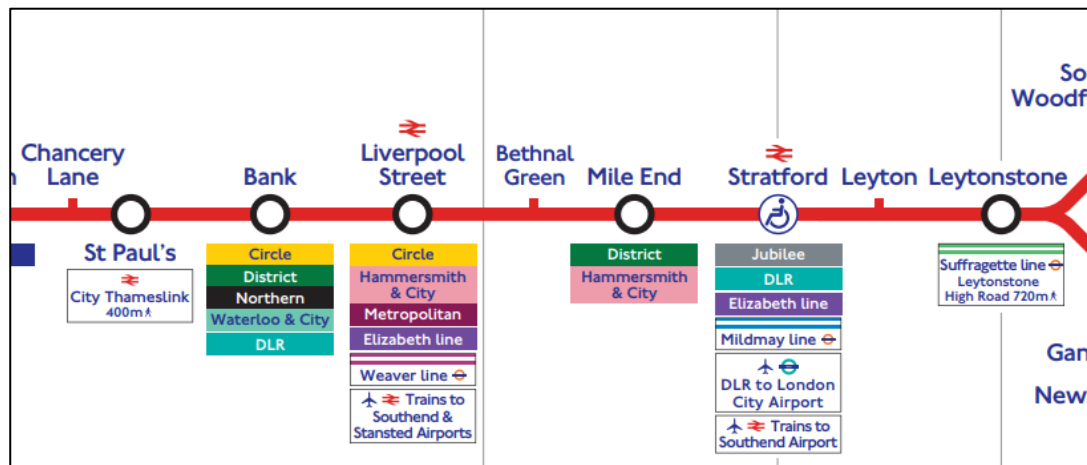
		<p><i>interchange).</i></p> <p>Harrow-on-the-Hill – wheelchair symbol changed from white to blue.</p> <p>Liverpool Street – ‘Weaver line’ box added (the Orange LO box was omitted in error on the 03/23 issue).</p> <p>Northwick Park – ‘Bakerloo Kenton 480m’ and ‘Lioness line 480m’ OSI boxes added.</p> <p>Wembley Park – Southbound fast and semi-fast train non-stopping times changed from 07.05 – 09.35 to 06.30 – 09.50.</p>
Northern	03/22	<p>Battersea Power Station – ‘Battersea Pier’ box changed to ‘Battersea Power Station Pier’.</p> <p>Euston – OSI walking distance to Euston Square increased from 320m to 340m.</p>
Piccadilly	03/22	<p>Hammersmith – wheelchair symbol changed from white to blue.</p> <p>Knightsbridge – white wheelchair symbol added.</p> <p>Park Royal – OSI walking distance to Hanger Lane increased from 690m to 700m (<i>it was always 700m on the Central Line diagram</i>).</p>
Victoria	07/19	<p>Oxford Circus – ‘Elizabeth Line Bond Street 440m’ OSI box added.</p> <p>Vauxhall – ‘St. George Wharf Pier’ box added.</p>



Opposite: (Second from Bottom) The previous style of line diagram (07/19): Overground interchanges are in orange, NR arrows to the right of station names, and the fare zone information and boundaries are in blue.

Opposite: (Bottom) The new (01/25) design: Individual Overground names are now used, NR arrows are centred above the station names, the airport boxes text is reworded, and the fare zone data is subdued in grey.

Right: Part of the latest Central Line diagram: OSIs are added at St. Paul's and Leytonstone, and a London City Airport box at Stratford. Airport and Overground boxes are now separated from the LU line boxes.



Above: On the Metropolitan Line, new OSIs appear at Finchley Road and Northwick Park, and revised fast and semi-fast train times are shown at Wembley Park. The Harrow-on-the-Hill wheelchair symbol is now blue, and the walking distance between Euston Square and Euston stations has been changed from 350m to 340m.

It might be considered (by some) that these diagrams seem to be going the way of the poster and leaflet 'Tube maps', in that more and more information, and often superfluous data, is being shoehorned in to the detriment of overall clarity. Superficially, it would seem that many National Rail stations and other facilities have been connected to the Underground in recent years, yet in reality, they were always there, but were just not shown as the interchange routes were often lengthy, awkward, illogical – or all three (e.g. changing between Seven Sisters and South Tottenham at street level instead of via Blackhorse Road). It is also hard to believe that river buses and the cable car, neither of which are covered by standard ticketing, are regular features in the average Londoner's daily commute. Then there are the exhortations in the margins to download the TfL Go app, follow TfLTravelAlerts on 'X', or 'check your travel' on tfl.gov.uk/travel-tools. Bakerloo Line passengers are advised that some trains terminate short, a warning not given to those using say, the District, Jubilee, or Piccadilly lines; whilst anyone intending to visit the LT Museum at Covent Garden is now advised to 'avoid the crowds' and walk from Holborn or Leicester Square instead. On the plus side, though the new Overground flag boxes are rather fussy in appearance, and lack the simplicity of their orange predecessors, they do at least resolve the issue at the northern end of the Victoria Line, where there were previously five 'Overground' interchanges shown at stations, but only two of whom were on the same branch. Also to be updated are the smaller 'Central London Tube map' area diagrams that cover roughly Zones 1 to 2. At time of writing (July 2025), the general application of the new diagrams had yet to begin and most, if not all, of the previous designs could still be seen in use.