

NEWS AND NOTES

LOTS ROAD

A view of the former Lots Road power station across the River Thames on 29 March 2025. The power station ceased generating power for the Underground and finally closed on 21 October 2002, with all power for the Underground being supplied from the National Grid (although Greenwich power station remains on standby in case of a National Grid failure). The area has been converted into residential accommodation with much new development around it, making this once great building hard to see.

Photo: Roger Tuke

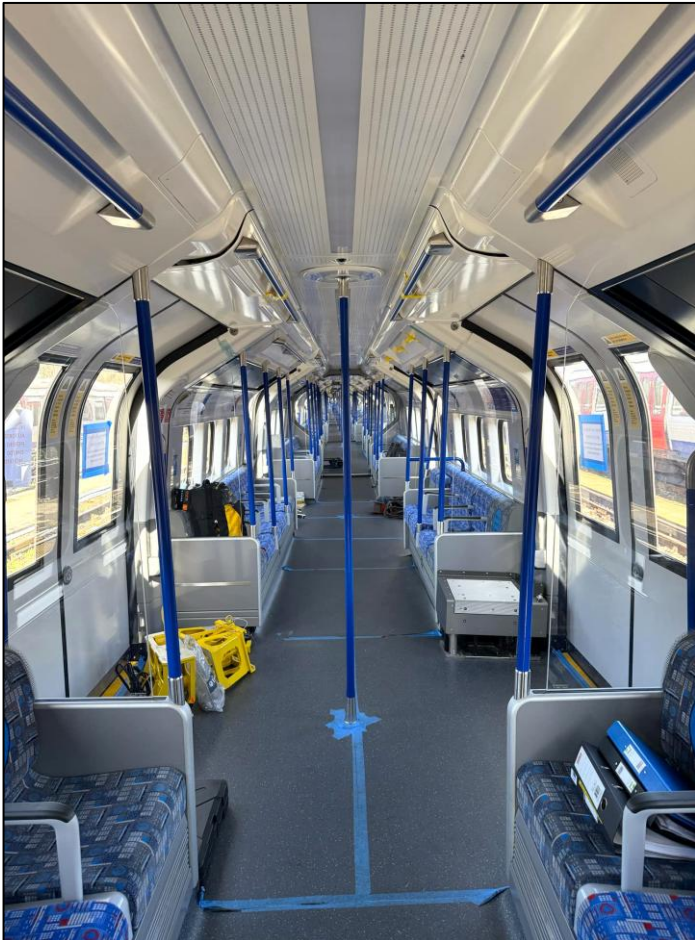
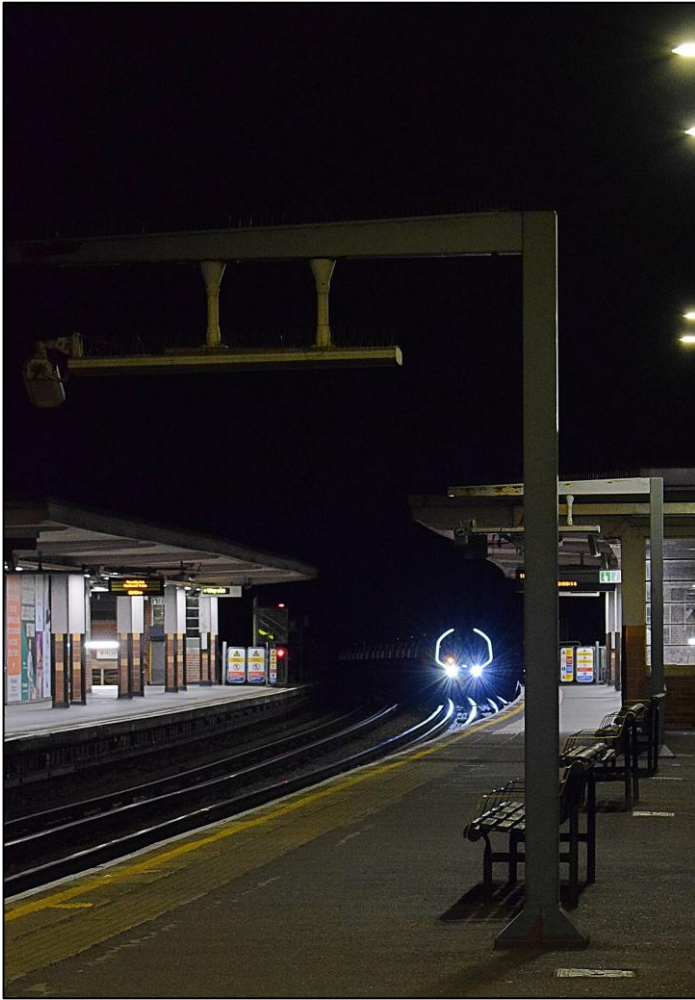


MORE ON 2024 TUBE STOCK



Following on from the first trips out from Ruislip Depot on Thursday/Friday 27/28 March to Rayners Lane and back (see previous issue, page 271), its transfer to Ealing Common on Saturday night/Sunday 29/30 March and onwards to Northfields Depot Monday night/Tuesday 31 March/1 April, all during non-traffic hours, these photos show the train in the early hours of Sunday 30 March, at South Harrow eastbound (Left) and approaching (overleaf, top left).

Photo: Drew Young



**Photos: Drew Young (Top Left)
Jason Cross (Top Right)
Ed Mackintosh (all others)**



Above: One of the three 'hanging' (or 'suspended') cars in the nine-car train – i.e. bogieless, seen in Ealing Common Depot on 30 March 2025.

Photo: Ed Mackintosh

Below: The newest of stocks on the Underground side by side in Ealing Common Depot – S Stock to the left, now 10-15 years old, and 2024 Tube Stock on the right, brand new.

Photo: Tube Troll





On Monday night/Tuesday 31 March/1 April, Train 1 of 2024 Tube Stock transferred from Ealing Common Depot to Northfields Depot, seen at South Ealing (Above) and entering Northfields Depot (Below).

Both photos: Jude Pirkis





Above: Construction of the 2024 Tube Stock is proceeding at Siemens facility in Goole with the first train expected to go to Wildenrath in July and the second to Old Dalby the following month.

Photo: Transport for London

D TRAIN SPECIAL TRIPS

A special double run of GWR's three-car prototype battery D Stock unit 23.001 took place on Thursday 3 April 2025 with 230 participants being from GWR, TfL and the Branch Line Society. The scheduled runs departed West Ealing at 13.32 to Greenford (arrive 13.45). The train then returned to West Ealing (*Right*) to be recharged on the FastCharge system before another return trip to Greenford, arriving back at West Ealing at 14.52. This was followed by a reception at the Drayton Court Hotel, with the event ending at 17.00.

Photo: Rob Davidson



'SARAH' ON THE MOVE



Previous Page: (Lower) On 3 April 2025, Metropolitan electric loco No.12 'Sarah Siddons' was transferred from Ruislip Depot to Ealing Common Depot and then into the LT Museum compound ready for the Museum's Open Days on 5/6 April. Between battery locos L32, L26 and L50, the convoy is seen passing Sudbury Town on the eastbound.

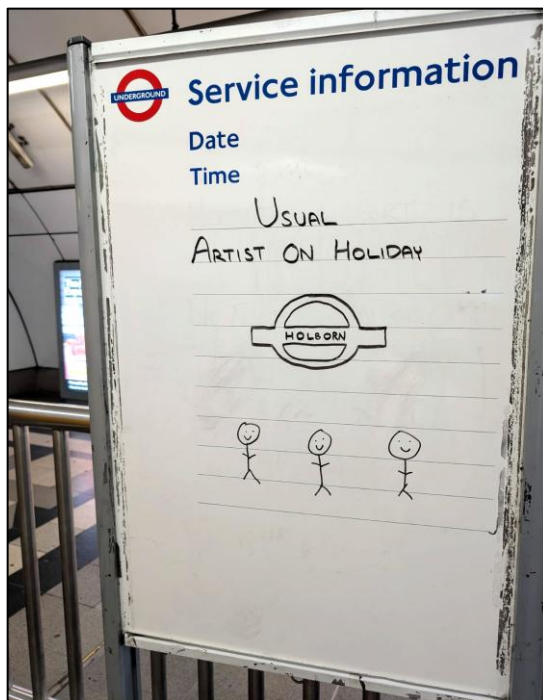
Photo: Keith Ward

Below: Star attraction at the LT Museum's Open Days was Sarah Siddons following its refurbishment at Eastleigh, seen on 5 April 2025.

Photo: David George



HOLBORN



Seen at Holborn on 29 March 2025. Just before TfL came into being, London Underground spent a great fortune in training staff how to use whiteboards and what to use them for – and 'artistry' wasn't part of it, even if there were no problems to report ...

Photo: Tube Troll

Below: Sarah Siddons returned to Ruislip Depot on Monday 7 April and is seen heading towards Park Royal from Vale Lane bridge.

Photo: Jude Pirkis



MORE ADVERTISING AT KING'S CROSS

**VICTORIA LINE
TIMETABLE ENHANCEMENT**



In one of the many subways at King's Cross LU station, advertising has been taken over by Channel 5 TV, covering the mosaic tiling.

Photo: LURS Collection

represents 85 per cent of Underground drivers¹, voted 70 per cent in favour of the proposals, with an 80 per cent turnout.

Under the changes, drivers will also be paid for a 30-minute meal break as part of their shift. Weekly hours will drop from 38½ – which include a break, at present unpaid, and a “banked hour” every week which is given back as time in lieu – to 35. This will include the paid break and one “owed hour”, meaning that drivers will spend 34 hours at work. The “owed hour” will be made up by working a five-day week about once every three months. The extra day will be non-driving and used for training, “self-managed reading” and other “non-driving activity”. Drivers’ average shift lengths will increase to reflect the four-day week, from an average of 7 hours 42 minutes to 8 hours 30 mins – 48 minutes extra. Pay will remain the same (£71,160 at 2025 rate) “but (drivers) can earn more with experience and extra responsibility”. Annual leave would be 30 days on a four-day week, down from 43 days.

ASLEF described the offer as “a once in a generation opportunity to achieve the improvement in quality of life that we have campaigned for over decades”. Sources at Transport for London said that the changes would allow greater flexibility with rosters. They said that an unpaid meal break could cause logistical challenges, which will be resolved by making it paid and “inside” the working day. TfL is also proposing some working modernisations, including issuing drivers with iPads to communicate shift patterns and other operational information. The plans, which would come into effect in 2027, formed part of last year’s pay talks but had to be voted on by drivers. The four-day week pledge was made by TfL in November to help fend off a series of threatened strikes before Christmas.

As a majority of members have voted in favour of the proposal, ASLEF will be writing to the company to inform them of the result and to arrange a meeting to start detailed discussions on implementation.

However, the offer was rejected by members of the RMT union, which proposed its own four-day week plan, under which the number of weekly hours worked fall to 32. The RMT has said in a note to union members on 1 April, “that the offer is rejected and that RMT now expects the proposals to be withdrawn”. The RMT were reluctant to work longer hours or agree to changes in working practices which would be required by TfL for the change to a four-day week. It would also mean that some duties would finish later (e.g. 02.45) and start much earlier (e.g. 03.45), which would mean night duties would, in the main, be unnecessary. Shift lengths would increase to reflect the four-day week, from an average of 7 hours 42 minutes to 8 hours 30 minutes – 48 minutes extra.

For ASLEF, we are told –

Balloted – 1,977, returned – 1,586,
yes votes – 1,107, no votes – 478, spoilt
vote – 1. Therefore, 70% yes, 30% no with an
80% turnout.

Combining the results of both unions –

Yes = 126 + 1,107 = 1,233

RMT + ASLEF

No = 1,219 + 478 = 1,697

RMT + ASLEF

Although the ASLEF result was a resounding ‘yes’ and the RMT a resounding ‘no’, the combined majority was 464 ‘no’. An informed source also suggests that it would not be implemented without the agreement of both unions. So what happens now? We can only wait and see ...

PICCADILLY LINE UPGRADE

The last schedule your writer saw for the Piccadilly Line Upgrade was dated February 2021. There it states:

- Delivery of first train – November 2023.
- First train testing in engineering hours – March 2024.
- First train testing in traffic hours – February 2025.
- First train in passenger service – April 2025.
- All 94 trains in service – February 2027.

On Saturday 26 April 2025, in connection with a boxing match at the Tottenham Hotspur stadium, an enhanced southbound service was provided late in the evening from Walthamstow. Between 23.00 and 00.15 from Walthamstow Central, there were 17 departures ‘through the road’ plus one terminating at Seven Sisters. This compares to 15 departures (plus one to Seven Sisters) in the same period in normal working timetable No.42.

A FOUR-DAY WEEK FOR UNDERGROUND DRIVERS?

Drivers on the Underground have voted in favour of working a 34-hour, four-day week after accepting a “once in a generation” opportunity. Members of ASLEF, the union that

¹ The ASLEF/RMT split is now thought to be more like 60/40 or even less.

The first and only train actually arrived in October 2024, so 11 months late. But the schedule shows trains 2 to 6 by March 2024, and thus 12 months late would be as this was being typed!

Engineering hours testing from March 2024 must have slipped to 13 months late, April 2025.

The first train planned in service was with train 11 in April 2025, and the LU promise is still first train in service in 2025 with all (94 trains) by 2027 and a 27tph peak service.

So, five trains short at present, and 2025 first in service would require pick up in programme to 8 months late. Perhaps it looks unlikely ...

Transport Commissioner Andy Lord attended the London Travelwatch meeting on 19 March 2025 – see also **Public-Event-Minutes-19.03.2025.pdf** There it says "... new Piccadilly Line trains coming into operation in 2026 and 2027".

This is the first time your writer hasn't seen TfL state entering public service "from late 2025". But then on page 3, when referring to the leaf fall season this coming autumn, "The introduction of new trains from later this year should improve things in future".

Moreover, the reference to "Bakerloo Line to Watford" on page 5 should surely refer to "London Overground" services ...

WHITEWEBBS MUSEUM OF TRANSPORT

Most of the exhibits at the Whitewebbs Museum of Transport near Crews Hill relate to road vehicles but there were a few railway items.

The museum is about one mile from Crews Hill (Great Northern) station and is open every Tuesday and the last Sunday of the month from 10.00 to 16.00, with last admissions at 15.00.

Admission prices – Adults £11.50 Further details at www.whitewebbsmuseum.co.uk



The transport items at Whitewebbs Museum of Transport include some old Underground station signs, which are self-explanatory. It is thought that 'Grange Hill' (Left) most likely would have been the blue bar in a platform roundel?

All photos: John Smith