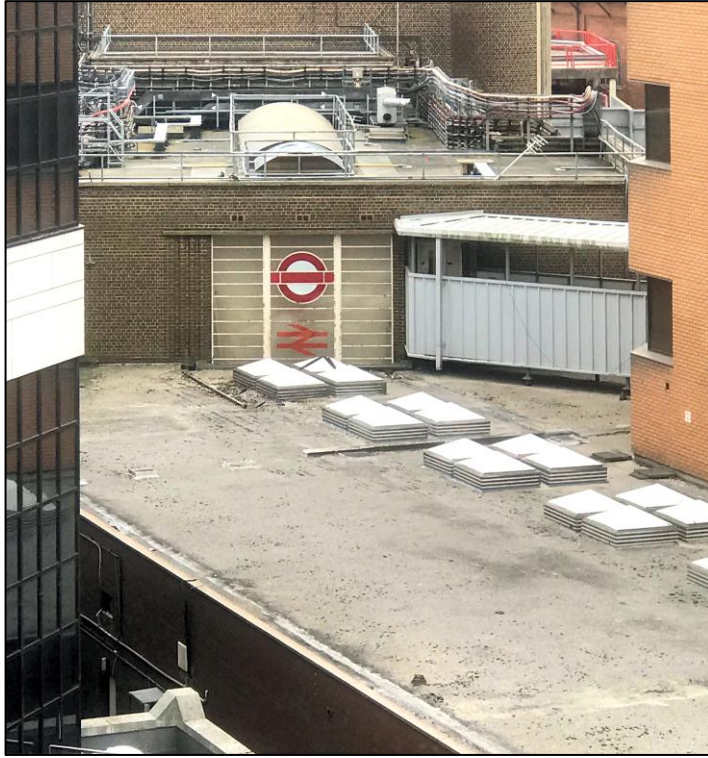


# NEWS AND NOTES

## MORE AT HARROW-ON-THE-HILL



In addition to the notes on page 465 of the August 2025 issue of *Underground News*, where it was stated that “the main (College Road) entrance is now covered by the redevelopment of the early-1980s”. This view (Above) on 29 July 2025 of the 1940s (amended) east side window, shows how difficult it is to get a photo of that entrance.

**Photo: Kim Rennie**

## WHITE CITY UPDATE



Further to the notes on the bridges west of White City on pages 419-419 of the July 2025 issue, the old bridge hasn't been completely removed and the remaining exposed section has been repainted. The old parapets have been capped off.

**Photo: Richard Clowser**

## TfL 25 YEAR CELEBRATION

It was announced in a TfL Press Release on 23 July 2025 that eight different TfL transport services are having a ‘new look’ as part of its 25th anniversary celebrations, with the same design featuring across all the TfL services for the first time. For our areas of interest, the new designs are being applied to a Jubilee Line train of 1996 Tube Stock, a train on the Docklands Light Railway, a class 345 on the Elizabeth Line and a London Overground train. We await with interest ...

## ANOTHER PIECE OF THE 1935-40 NEW WORKS NORTHERN HEIGHTS PROGRAMME DEMOLISHED

Sanders Lane bridge, just north of Mill Hill East station, was initially constructed in 1880 over the Edgware, Highgate & London Railway track, which connected Mill Hill East to the former Edgware (main line) station. It linked Devonshire Road to Bittacy Hill and Mill Hill East station. Trains ran through to Edgware from 1867 until September 1939, when passenger services were withdrawn for conversion into LT's Northern Line (extension) although the route remained open for goods, parcels and freight until May 1964.

Of course, under the 1935-40 New Works Programme, the line would have been double tracked through to Edgware LT and the bridge would have been numbered E.8 in London Transport's bridge numbering scheme. Because of its deteriorating condition, Sanders Lane bridge was closed to vehicular traffic in 1993 with only pedestrian access then permitted across it.

**Above (Right) and Right:** These two photographs, taken on 3 July 2010 show the bridge with some New Works brackets still on the arch of the bridge.

**Both photos: Brian Hardy**

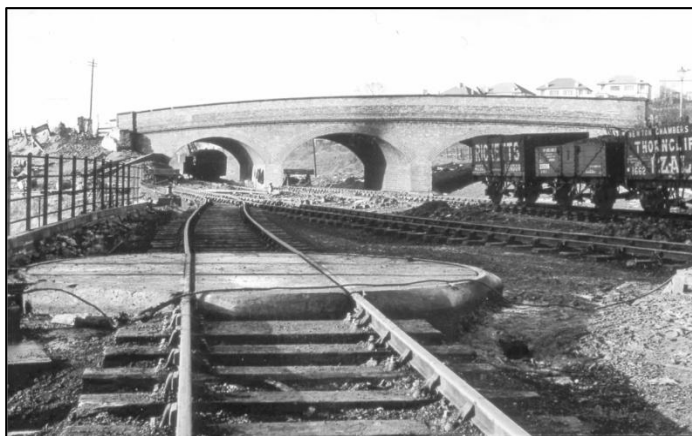
Sanders Lane bridge closed completely in March 2023 after a structural defect was







found, requiring further detailed analysis of its condition. It has subsequently been found necessary to demolish the existing bridge and replacing pedestrian access with a new footpath at a lower level. Work began on 18 August 2025 with the bridge demolished by Wednesday 20 August. This will be followed in early September by the construction of the new footpath. Landscaping will then follow from late September, and then by the installation of lighting during October.



**Above:** Both of these photographs were taken looking north at Mill Hill East in the early days of work taking place on the Northern Line extension to Edgware, both showing Sanders Lane bridge. The access to and from the north end of the north goods yard is seen (Left). In the left of centre in the photo is a turntable for turning goods wagons. A loco and wagons shunt on the single line to or from the goods yard (Right) with the bridge in the distance. The northbound Northern Line would have been to the left of the single line, had it been completed.

**Both photos: LURS Collection**

## MEANWHILE – OVER IN ICELAND

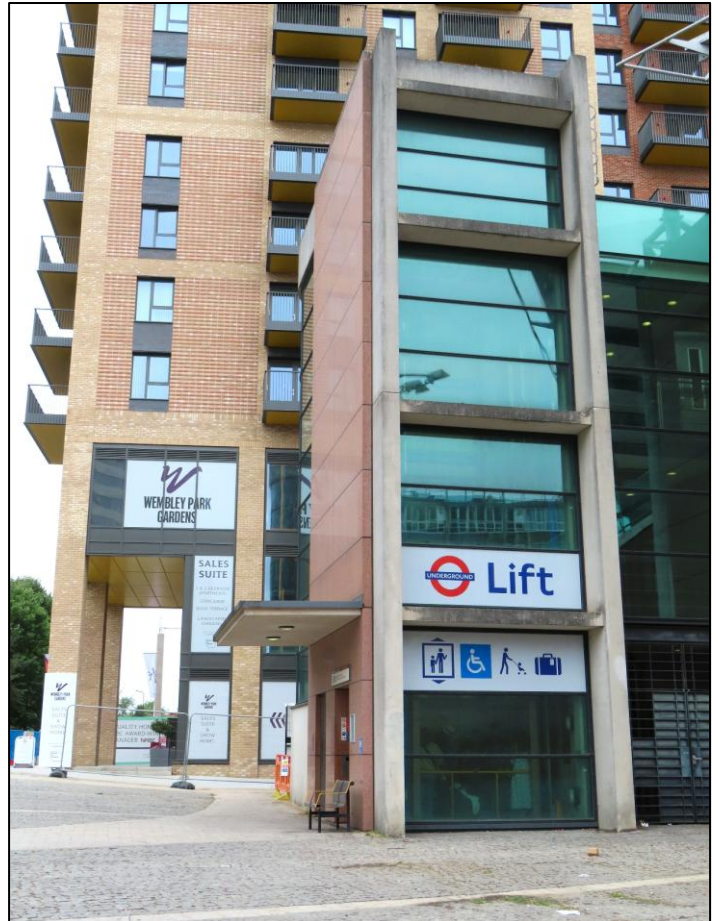
## WEMBLEY PARK



Seen in Reykjavik on 2 August 2025, Underground roundels adorning the Kaffibarrinn (with large 'K' and 'N'), in Bergstaðastræti. It is a café during the day and a party venue later in the day and into the night.

**Photo: Ian Allington**

**Right:** The lift at the Olympic Square entrance to Wembley Park station, seems to have recently acquired a large 'Lift' sign, seen on 29 July 2025.



## MIND THE GAP – BAKER STREET (MET.)

Since the introduction of S8 stock, there have been concerns about the platform/train interface on the curved Metropolitan Line platforms at Baker Street. The former A Stock required a step up into the train, enabling the train body to over-sail the gap beneath, but the S8 is intended to provide level access, therefore revealing the gap. A Freedom of Information reply in July 2025 released details of considerations given to the problem, and plans for improvement.

Baker Street has the most recorded passenger incidents on the LU network, mostly on the Metropolitan Line platforms. The northbound through platform No.2, has the most incidents, as often as six daily, mainly in the evening peak period and during events at Wembley.

The train stands with its front half alongside a straight section of platform, with the rear half sharply curving alongside the platform access stairs and routes, leaving a gap of over 350mm between the S8 train and the platform edge at a number of doorways. All gaps in the curved section of platform 2 are non-compliant, with the biggest gaps at the mid-position for each car. Other stations have large platform gaps, such as at Bank on the Central Line, but do not suffer from high accident rates, thought due to the vertical step-up. Probably, the differing height from the platform to the train draws much more attention to the passenger as they board the train, and hence greater care is taken to avoid a fall.

Consideration has been given to moving the platform 2 stopping mark north by between 6m and 67m; that is between just over one doorway forward to four cars forward. The latter solution allows all doors to be moved off the curved section, but would involve full relocation of the points, crossings, signalling assets and an extension of platform 1 and 2 by 40m. An improved new track layout design exists, but was mothballed as an economy as part of the 4LM programme. It seems that reduced accidents on the curved platform may be offset by higher accidents on the narrow platform extension, and due to crowding at the curved end of the platform, with late passengers running towards the train.

The option to be pursued involves moving the stopping mark only 28m north, or just over five doorways forward. This is as far north as a train can stand without preventing moves to and from the bay platforms.

It does not involve any extension of the current platform but will require the rear two doors to remain closed against large platform gaps, with the north car doors of a train in the platform 1 bay road to also remain shut, with suitable end barriers being provided to protect these areas. It is proposed to undertake the change on a trial basis before committing to permanent works.

This change will allow 5 doors to be moved off the curved section, including the largest gaps and doors with the most incidents. It was proposed to slew the track on platform 1 in order to create a wider island platform and hence remove the barrier on platform 2. A barrier installed on platform 1 would cover car 8 to enable a compliant single platform width. However, the slew is not involved in the trial, so perhaps will not be necessary.

The Fol reply said that the concept design for modifications will be completed by September 2025, with detailed design completed by July 2027, procurement complete by March 2028 for start on site in June 2028 and works completed by November 2028.

Amongst other options considered were to lengthen the platform 1 bay road by moving the stops back within the adjoining building, or moving the road back into the former coal siding area, but these were not pursued. Mention is also made of mechanical gap fillers (MGF), which could extend the platform to meet the train, and span the gap when a train is present at the platform. These were considered by TfL in recent years, but have been discounted due to cost, lead time and functionality. This solution is considered unproven by TfL. Each of the S8 trains would need to be modified and tested, which



would be a costly procedure. The MGFs are activated by the train doors opening and closing, meaning that the door would start to open before the MGF activated. The MGFs design would need to be modified to eliminate this safety risk. MGFs will need to be studied independently, and it may take years to develop a bespoke solution. Static gap fillers were also considered, but could not avoid non-compliance on the curved section of platform.

## 2024 TUBE STOCK –TEST RUNS



**Above:** Train 1 (unit 001) of 2024 Tube Stock made its first venture out from Northfields Depot during non-traffic hours Wednesday/Thursday 23/24 July 2025 on a test run to Hammersmith siding and back. A second test run took place on the night of Monday/Tuesday 28/29 July 2025 which took the train onwards as far as Hyde Park Corner, where it reversed east to west east of the station. It is seen as dawn breaks in the early hours of Tuesday 29 July passing through Chiswick Park heading back to Northfields Depot.

**Photo: Jude Pirkis**

**Below:** Train 1 was out and about for testing over the weekend of Saturday and Sunday 2/3 August 2025 with no Piccadilly Line service between King's Cross and Osterley/Uxbridge and District Line to Ealing Broadway in consequence (see page 608, this issue) – the Richmond service was able to operate normally. The train is seen on the eastbound at Barons Court on 2 August with engineers checking to make sure all was well!

**Photo: Patrick Blake**





**Above:** Train 1 is seen approaching Barons Court on the westbound, having ascended from the tube tunnels (Left), and heading eastbound through Ravenscourt Park (Right).

**Both photos: Jude Pirkis**

## SEEING THE LIGHT

In a Freedom of Information request, it has been revealed that 109 Underground stations have been equipped with LED lighting, with five currently in work (Canary Wharf, Hammersmith D&P, Russell Square Southwark and Wood Green).





## TO DERBY FOR RAIL 200

Further to NF 9/25, on 24 July 2025, Sarah Siddons and the Directors' Saloon coach was moved from Ruislip Depot for Derby Litchurch Lane, to be part of the Rail 200 events. Before it left Ruislip Depot, it had to be coupled up with the preserved main line 4-VEP unit, seen after arrival and being shunted along the NR/LU reception road (*Left*) at West Ruislip and passing the train crew accommodation – is this the first time that a 4-VEP has visited Ruislip Depot? A Central Line 1992 Tube Stock train is seen arriving in platform 1 at West Ruislip.

**Photo: Keith Ward**



**Above:** Sarah Siddons, the Directors' Saloon and 4-VEP are seen leaving West Ruislip later in the evening on 24 July 2025, destined to remain at Southall overnight.

**Photo: Keith Ward**



**Left:** Having left Southall, a problem with Sarah Siddons necessitated its detachment from the formation at Leamington Spa, with the rest of the train heading onwards to Derby. The loco is stabled in a siding next to the Down bay platform and moved to Derby on 30 July 2025, hauled by two class 50 locos (50.007 and 50.033) and a 'Peak' class 46 (46.045).

**Photo: Stuart Hicks**





**Above:** As part of this year's Railway 200 celebrations, Alstom's Derby Litchurch Lane Works hosted the world's largest-ever gathering of historic and modern trains and rail-related exhibits for three days from Friday 1 August to Sunday 3 August 2025. "The Greatest Gathering" was a sell-out, and here are two views of Sarah Siddons at the event.

**Both photos: Jason Cross**



**Left:** The 4-TC and the Director's Saloon returned by rail to Ruislip on 6 August, seen passing under the wires at Mill Hill Broadway. At the time of writing, Sarah Siddons arrived at Ruislip from Derby by road on 27 August.

**Photo: Keith Ward**

**Below:** 4-TC 'LT76297' peeking out from the shed (Left) at Derby on 3 August 2025. At West Ruislip on 6 August, the 4-TC is being shunted back into the depot, as a Central Line 1992 Tube Stock approaches for platform 2.

**Both photos: Nick Green**

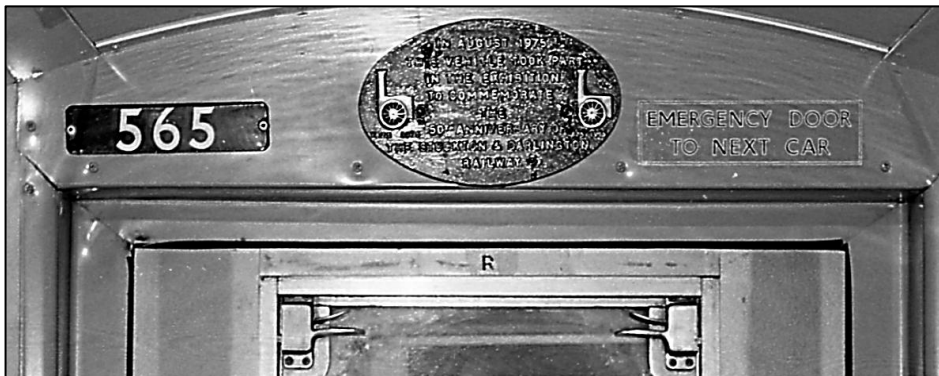
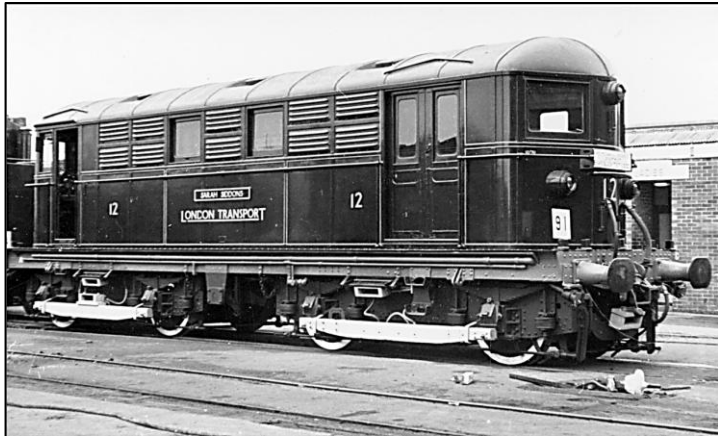


## MEANWHILE ... 50 YEARS AGO

To mark the 150th anniversary of the opening of the Stockton & Darlington Railway in 1825, an exhibition of Locomotives, Rolling Stock and other relics, took place at Shildon, Co. Durham between 24 and 31 August 1975. London Transport was represented by Metropolitan electric loco No.12 'Sarah Siddons', also one of the stars of the Rail 200 event at Derby (q.v.), and a then new three-car unit of 1973 Tube Stock for the Piccadilly Line, comprising 165-565-365. It was delivered to Ruislip new on 17 July 1975 and departed Ruislip for Shildon on 13 August. It returned to Ruislip on 5 September 1975, where it was commissioned, being sent to Northfields on 31 December and entering passenger service on 9 January 1976. As this was being typed, it was still available for passenger service. The two photos (*Below*) show Sarah Siddons and 1973 Tube Stock unit 165 at Shildon.

**Both photos: Bob Greenaway / LURS Collection**





**Left:** Each car of the 1973 Stock unit had a commemorative plaque fitted, but these were soon removed for safe keeping when an attempt was made to remove them – it was the banging heard by a motorman behind his cab in the saloon that prevented their theft.

**Photo:** Brian Hardy



## FOUND ON A WALL

Seen on the side of a building in Hampton, and presumably a private collection of signage. It is thought that the white Earls Court and West Brompton signs were from the Earls Court Exhibition Centre, which closed in 2014 and was demolished in the following year.

Hampton is a suburb of Greater London on the north bank of the River Thames, in the London Borough of Richmond upon Thames.

**Photo:** Kim Rennie

## CENTRAL LINE 12/13 JULY

The photos (*Overleaf*) were taken during the weekend engineering possession on 13 July 2025. Work in progress west of Chigwell station (*Top, Left*), the only place where engineering stock was found to be photographed. In addition to LU and contractors' vehicles parked in the station forecourt at Chigwell, the north side of Station Road had been taken over as a site establishment with what is now labelled the "EV Welfare Vehicle" (*Below, Right*) and three other service vehicles present.





**Below:** Looking 'north' towards Woodford station (Left) with all the sidings and the bay platform occupied by 1992 Tube Stock trains. Looking south (Right) showing the crossover from the eastbound to the westbound line and then points leading to No.21 road and onwards to the sidings and bay platform. Both taken from Broadmead Road bridge on 13 July 2025.

**All photos: Andrew Colebourne**



## 2024 TUBE STOCK STOP MARKERS



## CHILTERN TRAINING TRAIN



Acton Town eastbound Piccadilly Line platform 3, showing the 2024 Tube Stock markers on 29 July 2025 and now ready for testing – previously they had 'Not in use' covers.

**Both photos: Paul McLaughlan**

## THE DEMISE OF c2c

The Trenitalia-owned c2c Train Operating Company passed to DfT Operator Ltd. on 20 July 2025, which included the management of the LU-served Barking and Upminster stations.



Chiltern Railways driver training trips between Aylesbury and Harrow, with 5B91 in platform 2 ready to head north on 15 July 2025, including a rare photo of wrong road starting signal JB93 cleared for the move.