

NEWS AND NOTES

ENGINEERING ACTIVITIES



Above: (Left) The weekend track replacement work 21/22 September 2024. The photo was taken on Sunday 22 September, looking west from Allendale Road bridge towards Sudbury Town station.

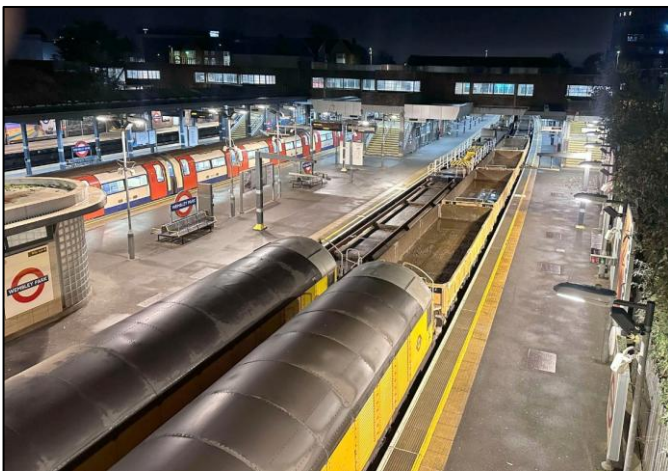
Photo: Paul Gordon

Above: The hired in rail grinder was stabled at Moorgate, seen on 10 October 2024.

Photo: David Rowe

Left: Monday 28 October 2024 at the start of traffic at Wembley Park following weekend engineering work.

Photo: Mike Reid

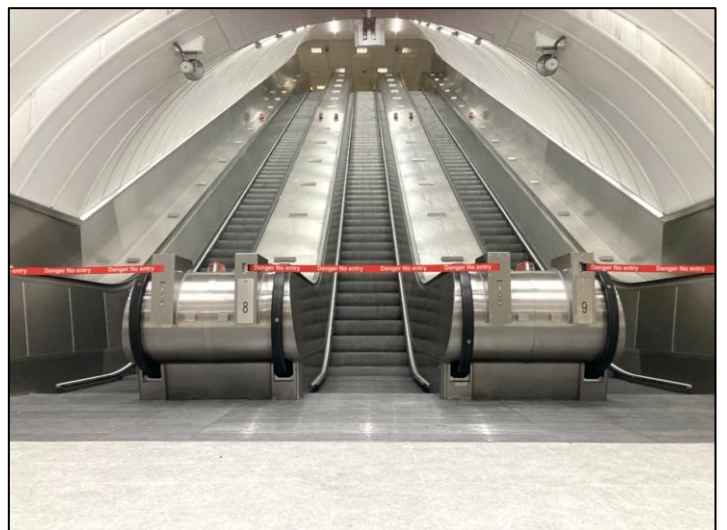


HOLBORN MODEL RAILWAY CLUB

Regarding the Model Railway Club mentioned in the previous issue of *Underground News*, pages 694-698, it is recalled that two Central Line Area Managers were involved and went to it, which would have been in the early-1980s. It was at the erstwhile track level in the long-disused Aldwych bay platform at Holborn. It closed round about the time that the monitoring work in the same part of the station by Birkbeck College, University of London on gamma radiation finished. They all had to vacate due to fire regulations being enforced as there was no satisfactory emergency exit. It is thought that the model railway may have relocated to a room at Sloane Square station ...

A NEW ENTRANCE AT PADDINGTON

LIVERPOOL STREET ESCALATORS



Replacement escalators 7/8/9 at Liverpool Street entered service at 15.25 on 15 October 2024,



At Paddington, the new Tanner Lane exit was noted in use on 14 October 2024.

Photo: David Rowe

NEW PICCADILLY LINE TRAIN – A NEW ERA OF TUBE TRAIN DESIGN

The 1935 Tube Stock provided the first tube-gauge trains with equipment concealed beneath car floors. It set the format for successors over the years. It was only at the end of the 20th century that time was available to develop a concept for a new high-capacity train for the Victoria Line that could feature shorter walk-through cars with only double-doors, and with fewer bogies to save weight. Unfortunately, responsibility for trains passed to the commercial sector under the PPP scheme, and conventional trains were ordered instead.

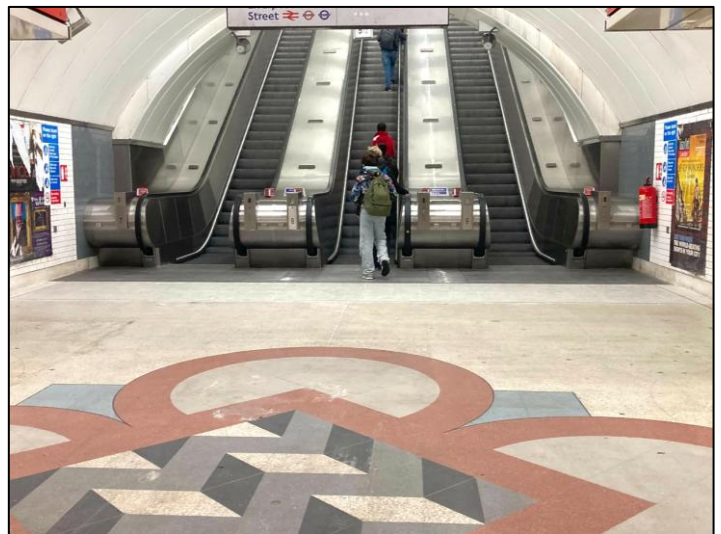
It was only with the collapse of Metronet in July 2007, that LU had to consider new trains for the Bakerloo Line, promised by 2020. It was soon decided that an economic order quantity would require the new trains to also suit the Central Line, and later also the Waterloo & City Line to avoid a small remnant fleet there. The first production train was then expected in 2018, with a prototype train to be delivered by 2015 according to grant milestones. It was also, at one time, thought that these new trains could add to the Northern Line fleet to boost service frequencies there.

The acquisition of the remaining PPP company, Tube Lines, in May 2010, led to a more urgent need for new trains on the Piccadilly Line, originally scheduled for 2012-14. So the new trains were now envisaged for all legacy deep-level lines, which could lead to efficiencies in design and procurement, rather than persisting with recent practice of individual designs for each line. In 2009 this was labelled the EVO train by TfL, and in 2011 Siemens released a proposed design. The 2014 exhibition of the New Train for London (also dubbed the New Tube for London) revealed the now familiar look of the train which has taken a decade to appear in London.

EUSTON

before opening (Above) and soon after opening (Below).

Photos: Alasdair Mackenzie (Above) and Transport for London (Below)



BRIXTON



A view not featured before is in Euston main line station in a waiting area, looking through to the (National Rail) escalators leading down to the Underground ticket hall. Photo taken on 12 November 2024.

Photo: Kim Rennie



The latest "Art on the Underground" installed at Brixton in the usual space over the entrance staircase from street. It is "Three Women" by Claudette Johnson. Further details on pages 96-97 and on the "Art on the Underground" website.

Photo: Roger Tuke

CONFUSING ...



Your photographer caught a Central Line train to Hainault from Grange Hill on 14 November 2024 and was surprised to see the departure indicators were displaying "Hainault via Woodford", which is fundamentally misleading, as Woodford had already been served. It wasn't just this train – the first and second trains were showing the same.

Photo: Andrew Colebourne

SCHÖMA LOCOS UPDATE



Further to the notes on page 763 of the December 2024 issue of *Underground News* regarding the disposal of the 14 Schöma locomotives, before their transfer away, the TBTC signalling system with which they had been fitted for the Northern and Jubilee lines, has been recovered for use on existing (1995 and 1996) stocks fitted with TBTC, along with battery locos.

Photo: Transport for London

LONDON OVERGROUND LINE NAMES OFFICIALLY LAUNCHED

After a postponed start because of the cyber attack on TfL, the new London Overground line names was officially launched from 20 November 2024 with most affected stations being dealt with by 25 November. These were listed in the April 2024 issue *Underground News*, page 237.

However, some of the signage was installed back in September, some being left visible, others having the new names obscured until the launch. Further details at on the TfL website (under Press Releases).

AUTUMNAL UNDERGROUND EVENTS – LEAF FALL AND POPPIES

Five Rail Adhesion Trains were scheduled to operate on an 'as required' basis from 30 September 2024 until 12 January 2025, two on the Central Line (one eight-car east end and one five-car west end, both 1962 Tube Stock, save for one car of 1959 Tube Stock in the eight car), two on the Piccadilly Line (one three-car east end and one three-car west end, both 1973 Tube Stock), along with one on the Metropolitan Line (one five car D Stock). They sometimes carry poppy symbols, either on the front cab door or side cab door



Above: (Left) The Metropolitan Line's D Stock RAT is unusually seen in platform 2 at Harrow-on-the-Hill on 27 October 2024. It made the unusual run up and down the Main Lines from Rickmansworth to reverse in platform 2 at Harrow, being timetabled late at night during weekend engineering work.

Photo: Drew Young



Above: (Right) The west end Central Line RAT in Ruislip Depot complete with poppy, adjacent to the first train of 2024 Tube Stock for the Piccadilly Line.

Photo: Chris Cobley

Below: (Left). The east end Central Line RAT leaving Woodford on 26 October 2024. This was the first RAT conversion and differs from the five-car west end train, which followed later, which has its tail lights in the traditional position. The latter has them mounted above solebar level.

Photo: Keith Ward

Below: (Right) The Piccadilly Line east end three-car 1973 Tube Stock RAT between Southgate and Oakwood and passing Oakwood Park on 30 October 2024, formed of unit 890-690-891, the west end unit being 868-668-869. For this season, the units had been swapped over.

Photo: Jack Pourgourides



Overleaf: (Top Left) More poppies – S7 DM 21474 leads an eastbound Hammersmith & City Line train to Barking, having ascended the flyunder. Royal Oak station was resited from 10 March 1877 and the section Westbourne Park – Royal Oak diverted for H&C and Kensington trains, with the burrowing junction opening on 12 May 1878.



Photos: Michael Brough (Above Left), Theresa Nice (Westminster) and Kim Rennie



Above: A southbound Northern Line train of 1995 Tube Stock departs from Warren Street on 10 November 2024. Note the original station name on the left that has been restored and kept on display. The station carried that name for two weeks short of a year, from its opening until 7 June 1908.

Photo: David Rowe

As has become an annual tradition, 'Poppy Roundels' appeared at a number of Underground stations in the weeks leading up to Armistice Day and Remembrance Sunday 2024. Nine stations were selected, all locations used in 2023, but omitting Colindale, which was closed for reconstruction. As is usual, there

were small differences in the poppy patterns on some of the signs. However, there was no repeat of last year, when the vinyl overlay covered the white infills at three stations and replicated the early LER/MDR solid-disk platform signs. Poppy roundels were also displayed at Hackney Downs, Hatch End, Hoxton, Shepherd's Bush and South Tottenham London Overground stations. The locations and details of the 2024 Underground station poppy roundels were as follows:

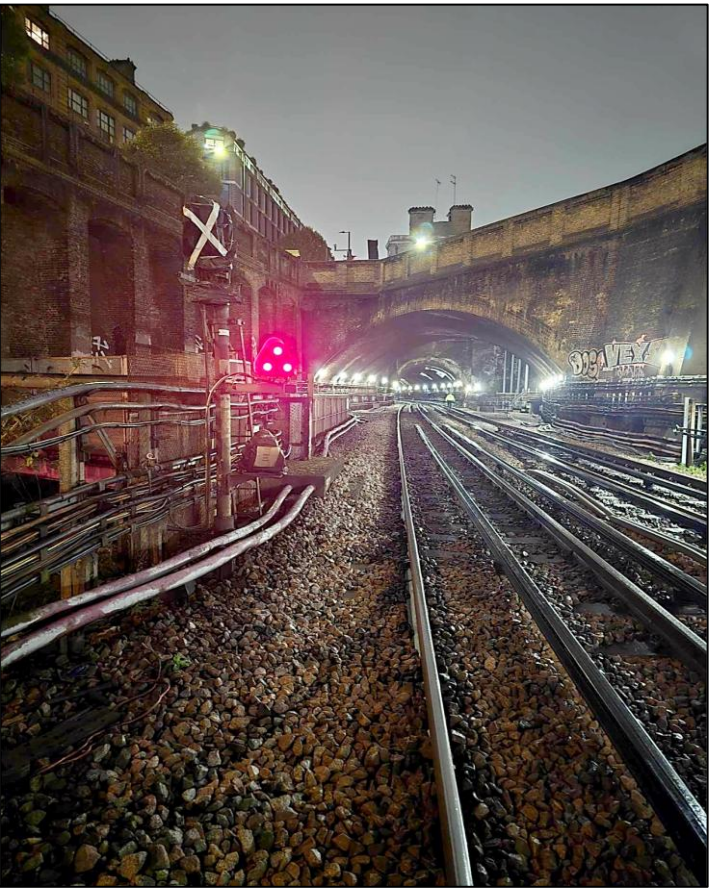
Station	Sign type	Location	Platform	Pattern different from 2023?
Baker Street	Modern 'panel' roundel	SB Jubilee	10	N/A †
Balham	1920s 'panel' bullseye	NB Northern	1	Yes
Bethnal Green	1930s metal-framed bullseye	WB Central	1	Yes
Bounds Green	1930s metal-framed bullseye	WB Piccadilly	2	Yes
Canary Wharf	Modern 'silhouette' roundel	WB Jubilee	1	No
King's Cross	Modern 'silhouette' roundel	EB Cir/H&C/Met	2	Yes
London Bridge	Modern 'silhouette' roundel	EB Jubilee	4	Yes
Tower Hill	Modern 'panel' roundel	WB Circle/District	1	No
Westminster	Modern 'silhouette' roundel	EB Circle/District	2	Yes

† The 2023 roundel was a modern 'silhouette' type on southbound Bakerloo Line platform 8.

FARRINGDON POSTSCRIPT

Further to the note on page 753 of the December 2024 issue of a person trackside between Farringdon and King's Cross, this shows the illuminated rail gap indicator on the left for the Farringdon to Chalton Street section while undertaking a track search, with full protection in place and with the police. The photo was taken at 01.35 early on Saturday 19 October 2024.

Photo: LURS Collection



Above: (Top Right) Advert for the Indian vegetarian food outlet Crispy Dosa based in Reading, seen on 18 October 2024.

Photo: Stuart Hicks

MORE 'ROUNDELS'



Previous Page: (Bottom Right) Seen In Scarborough, North Yorkshire, on 15 October 2024 (although the sign has been in place there for several years). It refers to the nearby geological museum in the town.

Photo: Antony Badsey-Ellis

SOUTHWARK

Southwark station is to have a 14-storey student tower built on top of it. More than 400 studio flats for students will be created above the station, as well as 44 'affordable' homes in an adjacent block. It appears that work has already started inside the station (*Below, Left*) while the development will change the station's exterior appearance (*Below, Right*).

Photos: Antony Badsey-Ellis (*Overleaf, Top Left*) and Matthias Bublitz (*Overleaf, Top Right*)



FROM POPPIES TO RIBBONS



After Armistice Day and Remembrance Sunday 2024, the poppies were soon removed from trains (often leaving a tell-tale mark) and replaced by white ribbons (denoting EVAWG – Elimination of Violence Against Women and Girls), seen here at Warren Street on the Northern Line on 17 November 2024.

Photo: David Rowe

IT'S A LONG WAY UP ...



Not seen before is this notice on the spiral stairs at Covent Garden station seen on 5 November 2024, discouraging passengers from using the 193 steps from the lower lift landing to the ticket hall. (*The record for the number of steps is at Hampstead at 320*).

Photo: Antony Badsey-Ellis

STATION UPGRADE SUMMARY

TfL has recently listed all projects currently being progressed on the Underground:

- **Knightsbridge** – A new entrance in Hoopers Court to provide step-free access. Power capacity issues are to be resolved before the new entrance can open.
- **South Kensington** – TfL is working with *Places for London* and its joint venture partner, *Native Land*, on plans for an 'integrated redevelopment' of the station and surrounding properties to 'secure much needed step-free access to the Circle and District Line platforms.'

- **West Ham** – TfL is working with a third-party developer, Berkeley Homes, to build a new ticket hall to serve the Twelve Trees Park housing development, comprising 3,847 units which will be delivered in four phases. However, the developer, *Berkeley Homes*, has experienced challenges with the design and with the supply chain. It is anticipated that the works associated with the station will restart on site later this year (2024).
 - **Leyton** – A new ticket hall is to be created to provide increased capacity and step-free access by means of an overbridge and lifts, which will support thousands of new homes being built in the area.
 - **Kentish Town** – The station has been closed since June 2023 for escalator replacement and repairing structural defects elsewhere on the station, due to reopen late in December 2024.
 - **Colindale** – Works here will provide the station with step-free access as well as with a larger ticket hall, due to reopen later in December 2024.
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