

NEWS AND NOTES

TfL PROGRAMMES AND INVESTMENT COMMITTEE MEETING – 2 JULY 2025

- The first Piccadilly Line 2024 Tube Stock is expected to begin testing out on the railway from August 2025. The Evening Standard reported that 15 trains will come direct from Vienna, and 79 from Goole.
- The first Bakerloo Line RVAR-compliant train with the new passenger information service, wheelchair bays and grab-poles, entered service in December 2024 and has now completed its first 500km of fault-free running. More than half the fleet is now fitted with wheelchair bays and additional grab poles. The full fleet will have these features by the end of 2025. Production of the new passenger information service on Train 2 began in April 2025. The entire fleet is expected to be fully RVAR-compliant in 2029.
- The final section of sub-surface line resignalling, SMA14 (Rayners Lane to Uxbridge), is now expected to go live in late 2027. The previous estimate was Q1 2026, now Q3 2027/28, so another 18 months delay. *(The original estimate in March 2015 anticipated a completion date for West Harrow – Uxbridge of December 2018. There were subsequently a further number of estimates, this latest now making it nine years later than planned).*
- The DLR, after testing of inter-working old and new stock in May 2025, will soon begin reliability runs of the new trains. The first public service will be later in 2025, the first service upgrade by April 2026, and all new trains in service by the end of 2026.

EXTENDING THE DLR TO THAMESMEAD

Consultations from 23 June to 17 August 2025 related to plans developed following upon the February 2024 consultation. The proposed new 3.5km line would split from the current Beckton line where it turns west to approach the terminus.

The new line would commence 250m north of Gallions Reach station to rise on a grade separated junction and turn east, avoiding current depot connections and being provided with its own depot link within the DLR boundary. This layout would provide for a future Barking connection towards Thamesmead and the depot, which is not part of this proposal. The new branch would reach ground level alongside Armada Way at the proposed Beckton Riverside station, opposite the current Gallions Reach Shopping Park.

The new line would then drop into twin bored tunnels beneath the Thames, emerging onto a viaduct over sensitive areas to terminate in an elevated station at the current site of Cannon Retail Park on Central Way. This would allow a potential future extension to somewhere like Bexley. Shafts will be needed either side of the river to connect the new tunnels to the surface for emergency access and evacuation, maintenance and ventilation, but their location and design will be developed in the next stage.

The proposed service on the new line would be every 8-10 minutes, alternating with trains to/from the current Beckton terminus. However, residential property development will likely require a service boost in time, and the location of a future turnback option to the west has been considered. At Royal Victoria, the eastbound line could be diverted to serve the opposite side of the current platform, releasing that to be used by reversing trains. A turnback siding to the west of Canning Town would allow passengers to interchange with other services there. It would not be used for Thamesmead services, but could release paths for those to travel into the City. Gallions Reach station will likely require works before an extension opens, since it has short platforms and capacity constraints.

Details of discarded options are included in a supplementary report, including eight possible turnback locations. A future consultation will likely focus on the environment and construction impacts of the scheme before the Transport and Works Act process.

Subject to funding, construction could start in the late 2020s, with the extension open in the early 2030s.

SIGNS OF THE TIMES

Crossharbour & London Arena

- Mudchute
- Island Gardens
- Cutty Sark for Maritime Greenwich
- Greenwich Connex
- Deptford Bridge
- Elverson Road
- Lewisham Connex

Above: Out of date signage on the Docklands Light Railway at Crossharbour on 25 June 2025. The interchange for Connex (South Eastern) became obsolete in November 2003 when it became South Eastern Trains. Moreover, "Crossharbour & London Arena" is also obsolete, as the London Arena venue closed in December 2005 and was demolished in 2006.

Above: (Right) An unusual way out sign at Queensbury on 28 June 2025. The 'Way out' lettering is in white instead of yellow. This cannot be due to fading as none of the other identical signs are affected.

Both photos: Kim Rennie

Right: Seen at Hornchurch on 25 June 2025, this sign is low lying on its side. The steel post it is mounted on is a fairly thick steel tube and had rusted through at the bottom, which you wouldn't really expect that having been under a platform canopy. These signs, with the modern dimensions of the 'roundel', as opposed to the LT 'bullseye', date from the post-New Johnston etc. 1987-era and are probably c.1990.

Photo: Steve Smith

THE BAKER'S DOZEN

UK Railtours ran a 'Baker's Dozen' tour in 2023, which was planned to visit 13 London Termini in one day which, using the preserved Hastings DEMU, which was accomplished. On Saturday 28 June 2025, the quest was repeated as 'The Baker's Dozen – Rebaked' using locomotives – 71A Group's 33.012 and a GBRf class 66 freight locomotive, which top and tailed LUL's heritage 4-TC set in London Transport livery. The tour started at Tonbridge in the early hours of Saturday morning at 03.09. At the end of the tour at London Bridge, the train returned to Tonbridge by 22.05, where it was made ready for the following day's tour 'The Curvy Weaver', which visited several unusual railway lines in the London area using the same 4-TC set.





Above: The 4-TC set left the Chinnor & Princes Risborough Railway on 27 June prior to the tour the following day and these two views are seen at Princes Risborough. (See also NF 9/25, this issue).

Photos: Phil Strathdee (Left) and Richard Mcveigh (Right)

Below: "The Baker's Dozen – Rebaked" approaching St. Pancras International on 28 June 2025 (Left), and the following day's "Curvy Weaver" tour at Harringay (Right).

Photos: David Brabham (Left) and Keith Ward (Right)



ONE MONTH ON – AT COLINDALE



A BEE HOTEL AT UXBRIDGE



Previous Page: (Lower Left) Further to the photo of the future entrance to Colindale station on the title page of the July issue, taken on 27 May 2025, this view exactly one month later on 27 June 2025 and

shows that blue hoardings have replaced the wooden hoardings. We wait to see if the new station is completed in December 2025, as previously announced.

Photo: Kim Rennie

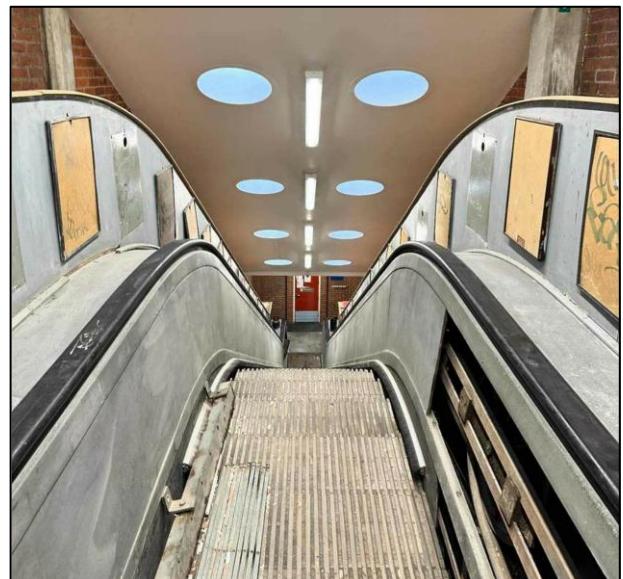
Previous Page: (Lower Right) Seen in one of the station gardens area at Uxbridge on 25 June 2025, is a 'bee hotel' which is designed to provide nesting and shelter for solitary bees.

Photo: Hugh Bernard-Harte

ALPERTON

By mid-June 2025, it was reported that the single escalator at Alperton from the ticket hall to the eastbound platform was soon to be removed. It had not been used since 23 September 1988 and was officially withdrawn on 8 December 1990. As it was a non-standard machine, the finance available for its repair was not forthcoming. The escalator originated from the Dome of Discovery at the Festival of Britain and was manufactured by J. & E. Hall of Dartford in Kent, entering service at Alperton on 27 November 1955. It was only the second escalator to take passengers from street level up to platform level, the first being at Greenford from 30 June 1947. The wooden-tread escalator at Greenford was the last of its kind in service, until 11 March 2014, when it was replaced after nearly 67 years in service. However, the last wooden-tread escalator existing on the Underground was in fact at Alperton, although out of use for many years. The photo (Below, Left) shows the escalator from ticket hall level when new and the more recent view at top level looking down (Below, Right). An informed source suggests that, despite being out of use for some 37 years, it was surprisingly clean with much of it still intact. (See also pages 559-560).

Photos: LT Museum (Left) and LURS Collection (Right)



BAKERLOO LINE UPGRADE (STAGE ONE) OUTLINE BUSINESS CASE – DECEMBER 2024

A redacted copy of this 200 page report was released by TfL on 23 June 2025 in response to a Freedom of Information request. Much interesting detail is hidden, but there is no mention of a service suspension to achieve the Upgrade.

The Bakerloo Line once operated a peak 24tph, but this fell to 22tph, then to the current 20tph, but is expected to continue to drop without a line upgrade, due to stock shortage as trains fall defective. Future possible reductions could maintain the service north of Queen's Park, dropping some tunnel shuttle services. However, changes to operating procedures, and now the 4tph Overground service, mean that a return to only 22tph is considered possible without additional detrainment staff at Queen's Park, or a new track layout to permit more efficient reversing there.

There will be a new depot at Stonebridge Park, but it is noted that the Piccadilly Line depots will not be completed before 2033, which is later than the Bakerloo Upgrade is planned for completion! At the time of the report, preparatory planning was still running late due to consequences of the pandemic, and gauging surveys remained to be completed so that Siemens could ensure that the kinematic envelope of the new train will fit the Bakerloo Line tunnels.

RAIL GRINDER ON THE MOVE



Above: Whilst the Schueerbau Rail Grinding train may sometimes be seen stabled at locations around the network, it is rare to catch it on the move. It is seen heading westbound and passing through South Harrow at 06.06 on 30 June 2025 heading for Ruislip Depot.

Photo: Rod Vastila

MEANWHILE – OVER IN CANADA

SCHWEERBAU RAIL MILLING TRAIN



A presumably unauthorised Underground roundel sign for Brixton's Bar and Eatery in Sparks Street, Ottawa, Canada.

Photo: Paul Waldron

GWR 230 NOT FOR SERVICE?

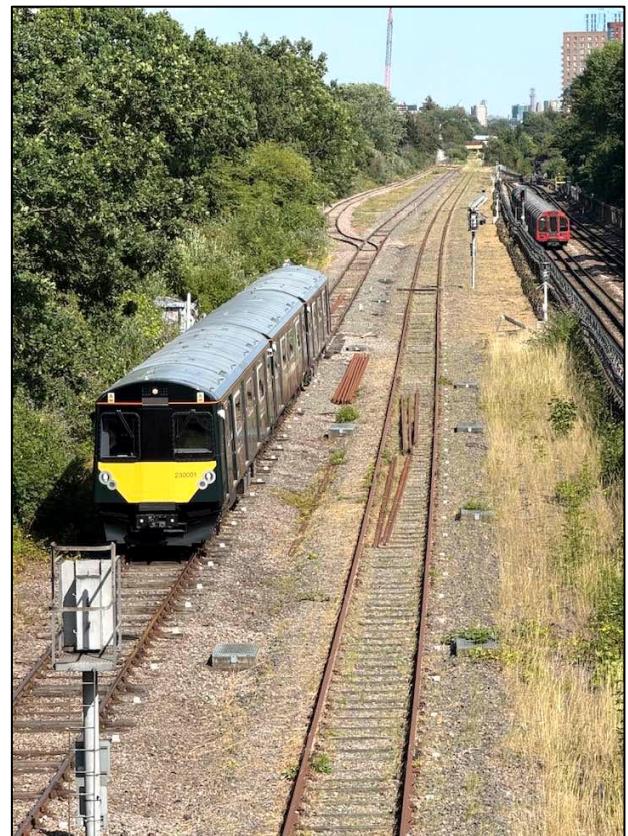


A new 4-car Schueerbau tube gauge milling and tunnel cleaning train made up of two Battery/Diesel hybrid power cars has arrived on the Kent & East Sussex Railway from Germany, along with a single car inspection/track recording vehicle. LU engineers are to do the brake testing on the K&ESR rather than on the South Ealing test track.

Photo: Paul Jessett

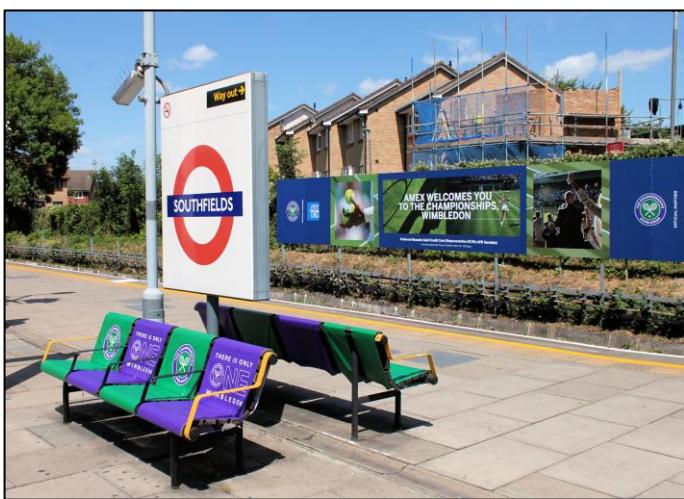


Despite the extensive testing and the hope that the former D Stock 230.001 might soon enter service between West Ealing and Greenford, it has been announced by Great Western Railway that “it has done a great job in acting as the test bed for proving our fast-charge battery technology … but we’re not going to see Underground trains replacing current trains on the main line …”. On 4 July 2024, 230.001 made a test run to Park Royal Marcon, which is the aggregates depot served about three times a week by DB on stub of the old line to Paddington. The train only went to the outlet signal and not the depot. It is seen passing Perivale (Above, Left) and then at Park Royal (Above, Right).



Both photos: Keith Ward

WIMBLEDON TENNIS



Above: (Left) American Express (AMEX) sponsored advertising at Southfields station for the Wimbledon tennis fortnight, this view looking towards the westbound platform. Note that this year there was no artificial ‘grass’ laid on the island platform.

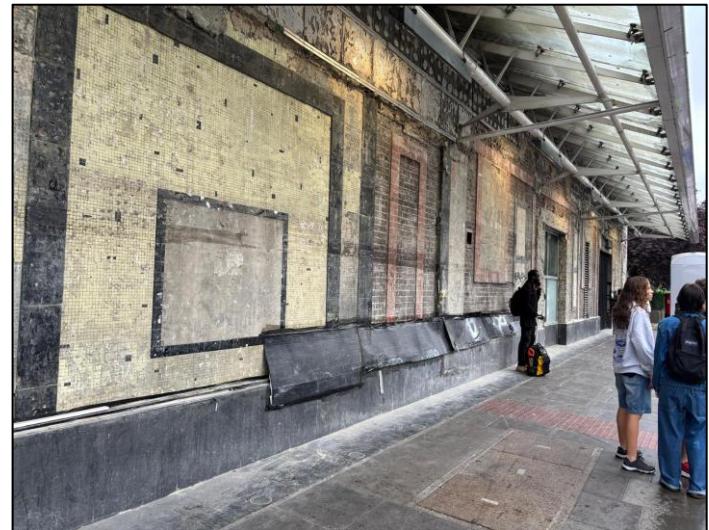
Above: (Right) The main entrance to Wimbledon station during the tennis event – straight ahead for trains, left for taxis and right for buses. This entrance did have artificial ‘grass’ laid.

Both photos: Kim Rennie

OVAL

With reference to the note on page 416 of the July 2025 *Underground News*, page 416, this is the situation on 2 July 2025. On Harleyford Road all render and backing has also gone revealing historical features such as indents, mosaics etc.

Photos (Opposite): Roger Tuke



COVENT GARDEN



Above: (Left) one of the original LER bullseye signs at Covent Garden, in its rightful place, before the station was refurbished.

Above: (Right) Following the station's refurbishment, a replica LER bullseye sign has been installed, seen on 7 August 2014. Whilst an excellent gesture, it is way out of place in that location ...

Both photos: Brian Hardy

HS2 WORK AT PERIVALE



The HS2 (High Speed 2) tunnel is partly offset under the Central Line from Old Oak to West Ruislip and sensors have been in place to monitor ground movement, one of which may be seen to the right on the westbound side at Perivale on 4 July 2025. It is believed that all the tunnelling on this section is now complete. Note the precarious position of the coupler (!) on the arriving westbound train of 1992 Tube Stock heading for West Ruislip. This view looks east with the Hoover Building in the distance on the right.

Photo: Keith Ward

1938 TUBE STOCK OUTINGS – THE PICCADILLY MEDLEY

Marketed by the LT Museum as “The Piccadilly Medley”, there were three days of trips (11-13 July 2025) with the four-car 1938 Tube Stock on (mostly) the Piccadilly Line. Test runs took place previously as follows:

Tuesday 1 July: Acton Town and Uxbridge twice.

Wednesday 2 July: Acton Town – Cockfosters – Ealing Broadway,

Thursday 3 July: Acton Town – Heathrow T4 twice.

Another test run was planned to operate on Thursday 10 July but was cancelled because of the signalling problem west of Hanger Lane Junction (see The Diary, page 544, this issue).



Above: (Left) Hounslow West on the westbound heading for Heathrow T4.

Above: Arsenal eastbound, showing the original station name, which was changed to Arsenal on 31 October 1932.

Both photos: David Brabham

Left: Osterley & Spring Grove disused station, westbound which closed on 24 March 1934 and was replaced by the present Osterley station.

Below: (Left) At Hatton Cross westbound.

Below: At Heathrow Terminal 4.

All photos: Mark Cole



The timings of the trips on 11-13 July are summarised on the relevant days, as follows:

FRIDAY 11 JULY 2025

4 ROUND TRIPS

Northfields	<i>Pfm 1</i>	<i>Dep</i>	10.12½	11.48	14.08	15.39
Heathrow T4			10 39	12 09	14 29	15 59
Heathrow T2&3			10 45	12 15	14 35	16 05
Northfields	<i>Pfm 4</i>	<i>Arr</i>	11.03½	12.33½	14.53½	16.23½

The last trip was delayed by a track fire at Barons Court – see the Diary, this issue.



Approaching South Ealing on the eastbound local line after the completion of the first Northfields – Heathrow round trip running empty to Acton Town to reverse.

Photo: Tommy Cooling

Skirting the outside of the west end of Northfields Depot and approaching Boston Manor.



At the beginning of the third round trip, the train is seen passing westbound through Boston Manor.

Photo: Roger Tuke

Approaching Acton Town and running empty as scheduled on the eastbound local line.

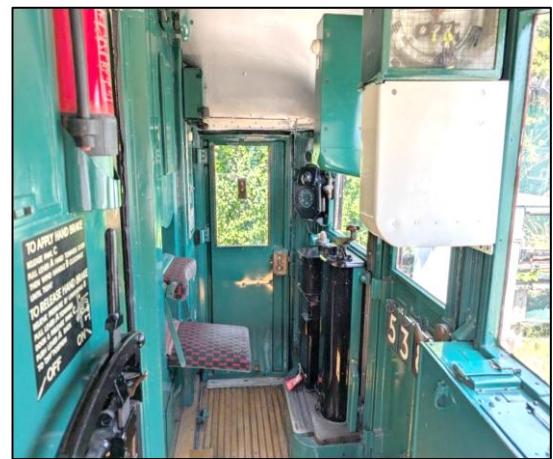
Both photos: Kim Rennie



SATURDAY 12 JULY 2025

3 ROUND TRIPS

Acton Town	<i>Pfm 2</i>	<i>Dep</i>	10.46½	12.41½	14.41½	
South Harrow	{	<i>Arr</i>	11 02¾	12.57¾	14.57¾	
		<i>Dep</i>		13.01¼	15.01¼	
Ruislip	{	<i>Arr</i>	11.11½	13.11½	15.11½	
		<i>Dep</i>	11.16½	13.16½	15.16½	
Uxbridge	<i>Pfm 1</i>	<i>Arr</i>	11.25	13.25	15.25	
		<i>Dep</i>	11.30½	13.30	15.30	
Alperton	{	<i>Arr</i>	11.55¼	13 54½	15.55¼	
		<i>Dep</i>	11.59¼		15.59¼	
North Ealing	{	<i>Arr</i>	12 03½	13.59½	16 03½	
		<i>Dep</i>		14.03½		
Acton Town	<i>Pfm 4</i>	<i>Arr</i>	12.08	14.08	16.08	



Previous Page: (Lower Right) 1938 Tube Stock cab view – handbrake nearest left with driver's seat to the right, fire extinguisher above left. Right of centre is the master controller and (separate) brake handle. Mercury retarders are at top right.

Photo: Brian Abbott



Above: South Harrow eastbound, heading to Acton Town from Uxbridge and passing the interlocking machine room on the right.

Left: After leaving Rayners Lane and heading east up towards South Harrow, taken from "The Giant's Bridge", so named because of the steep steps.

Both photos: Richard Stiles

Below: (Left) Ruislip westbound.

Photo: Eddie Henriques

Below: Passing Ruislip eastbound.

Photo: R.J.A Thomas
Hertman Images





Above: Passing North Ealing westbound on the second Saturday trip to Uxbridge.

Photo: Timara Easter

SUNDAY 13 JULY 2025

4 SINGLE TRIPS

Ealing Broadway	Pfm 9	Dep	10.35 $\frac{3}{4}$	14.35 $\frac{3}{4}$
Hammersmith			10 47 $\frac{1}{2}$	14 47
King's Cross			11 12 $\frac{1}{2}$	15 13 $\frac{1}{2}$
Arnos Grove			11 33 $\frac{1}{2}$	15 34 $\frac{1}{2}$
Cockfosters	Pfm 4	Arr	11.44	15.44

Cockfosters	Pfm 4	Dep	12.32 $\frac{1}{4}$	16.32
Arnos Grove			12 44	16 44
King's Cross			13 04	17 04
Hammersmith			13.29 $\frac{1}{4}$	17.29 $\frac{1}{4}$
Ealing Broadway	Pfm 9	Arr	13.42	17.42



Previous Page: (Bottom Left) The first trip on Sunday 13 July 2025, heading east from Ealing Broadway to Cockfosters, having passed Hanger Lane Junction and crossed over the Central Line and main line on the bridge in the background.

Photo: Tube Troll

Previous Page: (Bottom Right) Heading eastbound and passing Oakwood Park on its way to Cockfosters.

Photo: Jack Pourgourides



Left: The second trip of the day seen arriving in platform 1 at Cockfosters, with DM 10012 (the original and oldest out of the four cars) leading.

Photo: Kim Rennie

Below: Passing through Southgate on the westbound, with the tunnel mouth east of the station clearly visible, the only Underground station to have this feature.

Photo: Eddie Henrique





The 1938 Tube Stock on tour to and from Cockfosters on 13 July, passing Chiswick Park substation eastbound (Above) on the right, and on return after passing Hanger Lane Junction (Below). and heading for Ealing Broadway.

Both photos: Jason Cross



BIG BEN AND LITTLE LEN



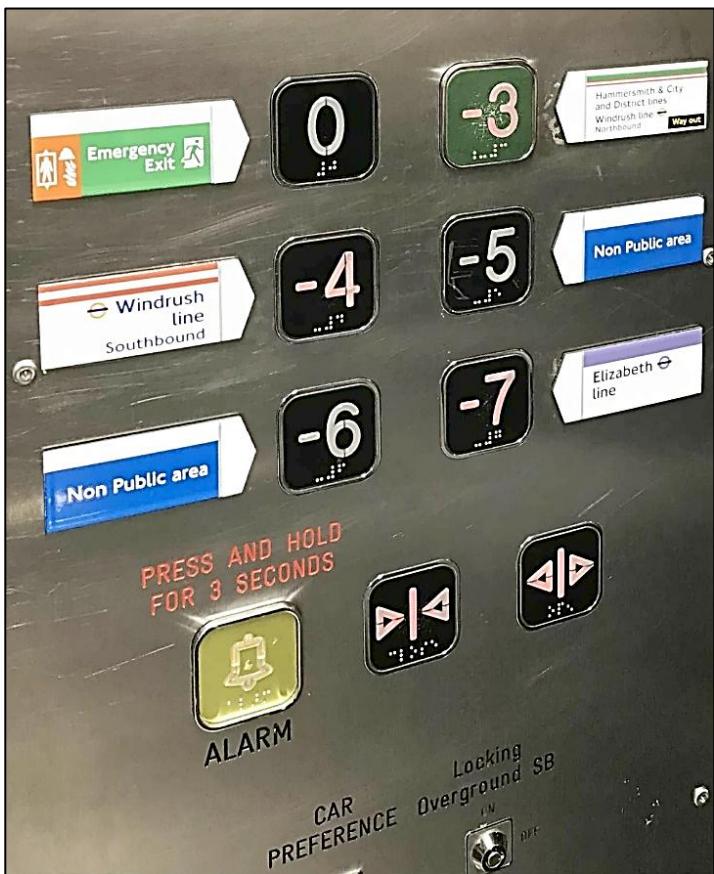
Some 71 years separate these two photographs on the former LMR DC lines north of Queen's Park, now part of the London Overground network but still shared by the Bakerloo Line, although with Network Rail signalling and track. We can reflect that the main line has had seven classes of stock in the 71 years – Oerlikon (until 1960), GEC (until 1963), class 501 (1957-1985), class 313 (1985-2010, along with three class 508s), class 378 (from 2009) and class 710 (from 2019). The Bakerloo Line, on the other hand, has had just three – 1938 Tube Stock (until 1985), 1959 Tube Stock (1982-1989) and 1972 MkII Tube Stock (from 1986, along with some adapted 1972 MkI examples from 1992).

Left: At Harrow & Wealdstone in 1954, a southbound Bakerloo Line train of 1938 Tube Stock (in ex-works condition by the seem of it) awaits departure on the left, while a 1927 GEC Compartment Stock train on the Down¹ on the right awaits departure for Watford Junction.

Above: (Right) Just north of Willesden Junction on 3 July 2025, a northbound Bakerloo heads away on the left while a London Overground class 710 approaches on the Up heading for Euston.

Photos: Alan A. Jackson (Left) and Keith Ward (Right)

WHITECHAPEL



SLIGO RAILWAY HOSTEL

The attractively decorated railway hostel is in the centre of Sligo town, and a short distance's walk to and from the bus and railway station. Just inside the front door of the railway hostel (Below) is a large Underground roundel.

Photo: Stuart Hicks



Left: New London Overground line names on the lift button panel at Whitechapel.

Photo: Kim Rennie

¹ Officially on the main line north of Queen's Park, Up and Down. South- and northbound respectively on that section of the Bakerloo Line is unofficial.

PADDINGTON CROSSRAIL



Above: Photographed on 8 July 2025, more 'anti-suitcase' (and other) measures are seen at one of the Elizabeth Line entrances at Paddington. Whilst probably what has become necessary, it does give an awfully cluttered impression to those arriving for the first time.

Photo: Kim Rennie