

NEWS AND NOTES

THE RAT TRAINS – AUTUMN 2025



Above: D Stock at Harrow-on-the-Hill (Left) and three-car 1973 Tube Stock at North Ealing (Right).

Photos: Tommy Cooling (Left) and Jason Cross (Right)

Below: Eight-car passing Woodford (Left) and five-car passing Tottenham Court Road (Right).

Photos: Nathaniel Dodd (Left) and Jude Pirkis (Right)



4-TC TOUR CANCELLED

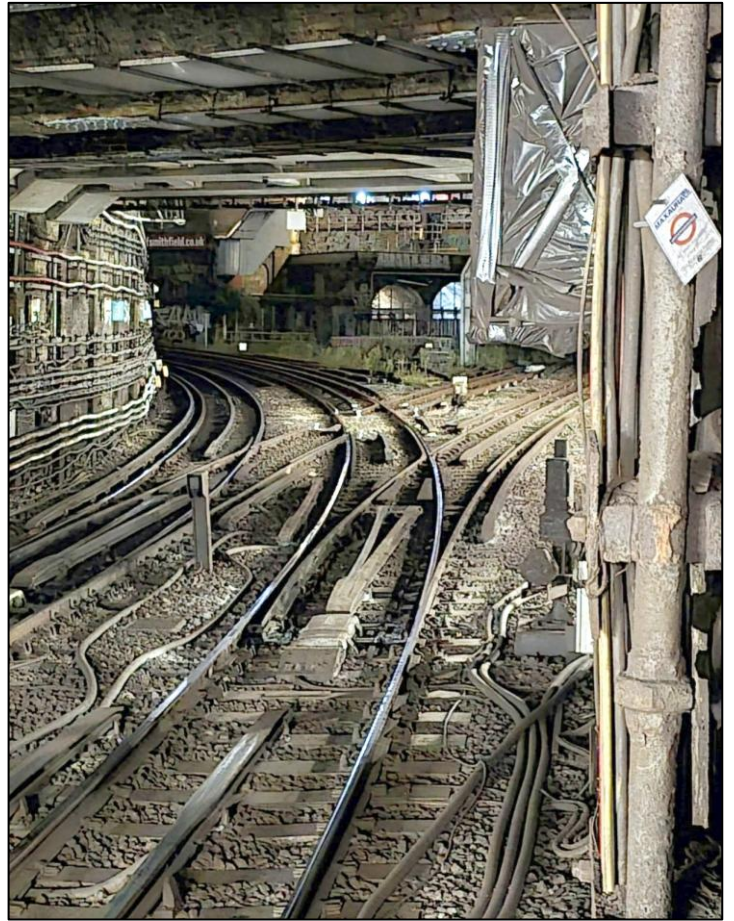
CHANGES AT FARRINGDON



Above: Further to the planned UK Railtours 4-TC trip to Morecambe and Heysham on Saturday 27 November 2025 (see photo page 704 previous issue), flatted wheels sustained on route prior to

the start caused the cancellations of the event. The train is seen at Stratford on its way to Barking. From there it was stabled in Ripple Lane exchange sidings.

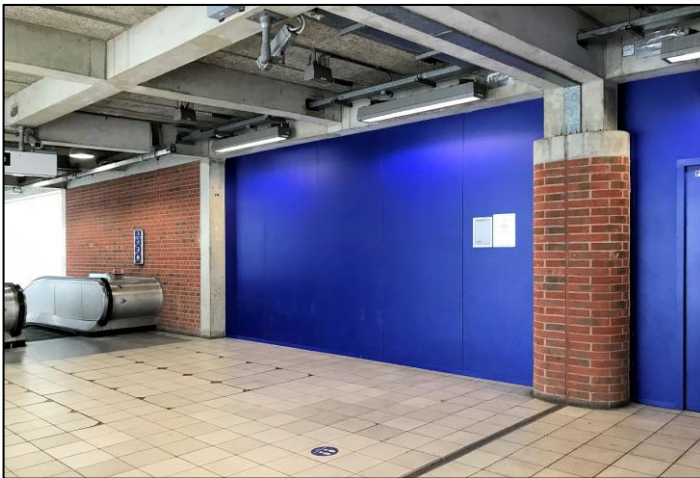
Photo: Keith Ward



Above: (Right) The three sidings east of Farringdon were decommissioned in stages between August 2014 and September 2016. The intention then was for additional stabling sidings to be provided from Barbican to Moorgate for S Stock on the former City Widened Lines alignment, with access to them just east of Farringdon station across to the CWL. To that end, points and crossings were installed in February 2017 but with little track beyond the junction. The points on the SSR lines were secured for through running pending the completion of the project which, of course, has never happened. Towards the end of September 2025, the diamond crossing gave cause for concern with signalling failures, which resulted in regular safety inspections and service delays in consequence. Therefore, overnight on 27/28 September 2025, the 'diamond' crossing was removed and the track on the westbound plain-lined. Whether the Farringdon City Sidings project will be revived in the future is currently anyone's guess.

Photo: Michael Brough

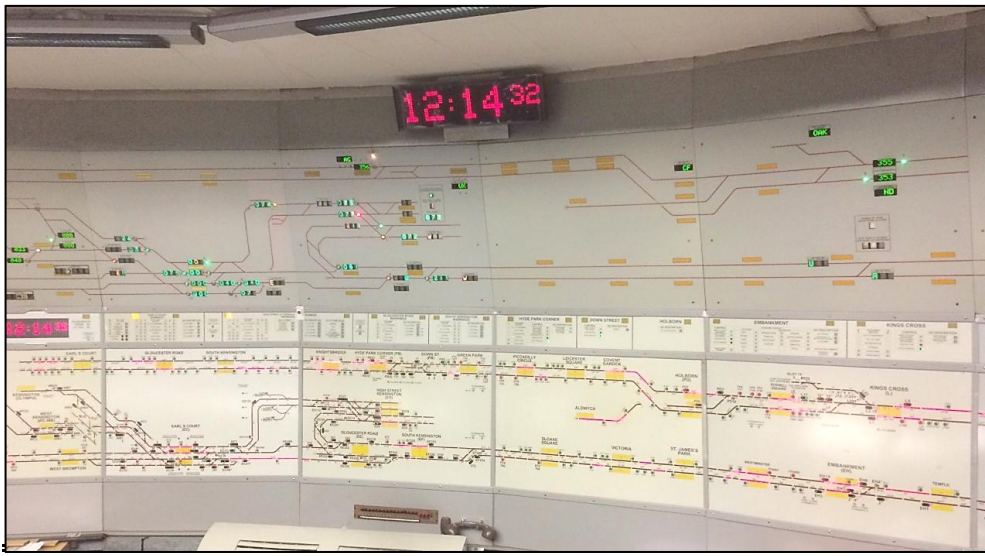
WEST HAM



Above: Areas where the future high-level walkway will enter the first floor of the station on 2 October.

Both photos: Kim Rennie

MORE ON CONTROL ROOMS

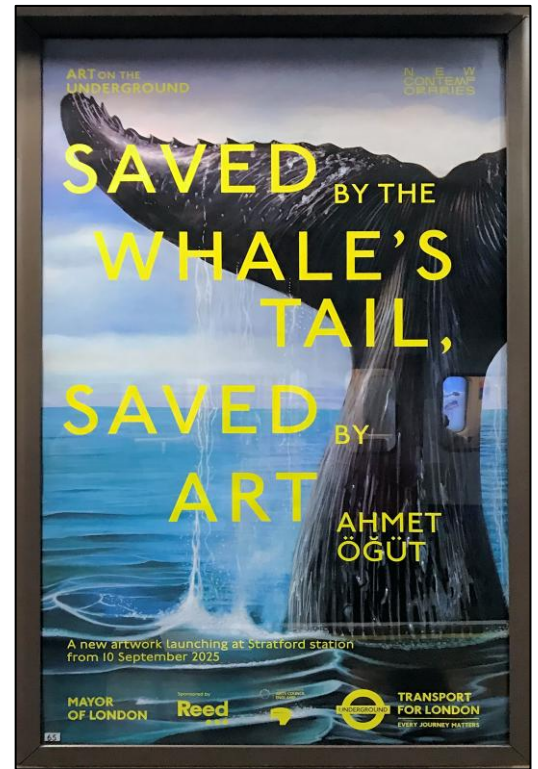


Earl's Court control room (Left), which will close after (descoped) SMAs 10 and 12 are commissioned in January 2026, and Cobourg Street (Below) which closed in April 2015. From the left, Earl's Court shows Earl's Court (Piccadilly Line) to King's Cross and West Kensington to Temple. Cobourg Street shows Golders Green and East Finchley to Moorgate and south of Leicester Square.



Both photos: LURS Collection

ARTWORK AT STRATFORD STATION



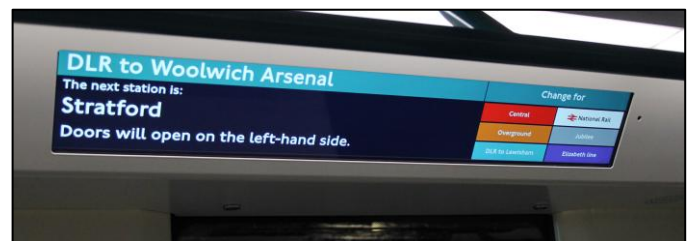
A story of how art can transform and save lives launched at Stratford station on 19 September 2025 as part of a participatory artwork by Ahmet Ögüt with TfL's *Art on the Underground* programme. Conceptual artist Ögüt initiated his commission in April 2025, inspired by an incident in Rotterdam in 2020 in which an out-of-service train overran the stop blocks at a station during a safety run and was saved from falling into the water below by a giant whale sculpture. The artwork depicts a whale's tail emerging from the sea.

Both photos: Kim Rennie

MORE ON THE DLR



Above: (Left) Bound for Woolwich Arsenal, the first B.23 train approaches Pontoon Dock on 30 September 2025.



Above: Interior displays on the DLR B23 trains, showing where the train is (Top) and the next station (Lower).

Photo: Jude Pirkis

Both photos: Kim Rennie

BATTERSEA POWER STATION NEW ENTRANCE OPENS

Text and photos by **Kim Rennie** (unless stated otherwise)

The new 'Western' entrance to Battersea Power Station station finally opened on Monday 6 October 2025, having been jointly-funded by developers Battersea Power Station, Transport for London, the Greater London Authority and Wandsworth Council to the tune of £21 million. It was always the intention to provide a secondary means of access/egress at this site, and passive provision was made as part of the original station box design, but initially screened off from the operational parts of the ticket hall by a false wall. This has now been removed, revealing two new escalators (Nos.8 and 10¹) and a fixed

¹ There is no Escalator No.9, with its potential location occupied by the fixed staircase.

staircase, linking the ticket hall level with a new entrance/exit serving the Electric Boulevard commercial development.

This is a combination of 200,000ft of office space and high-end retail units on a pedestrianised high street that leads to the power station itself. This street sits at a lower level than the adjacent Battersea Park Road, meaning that stairs are needed between the two.

In view of this, and to provide step-free access to the main road, a new lift (Lift No.1/Lift 'D') has been commissioned serving the lower ticket hall level, an intermediate Electric Boulevard level, and the upper Battersea Park Road level. The top lift landing is in a pedestrian corridor which cuts diagonally through the ground floor of the 50 Electric Boulevard block.

The escalator upper landing area sits *below* the 50 Electric Boulevard building and is a double-height space with high windows at the Battersea Park Road level and exits both to the right directly onto the pedestrianised area, and indirectly straight ahead and then to the right via a corridor lined with currently unlet shop units. At a later date, this corridor will allow a further option of turning left and crossing due-south under Battersea Park Road to Stewarts Road via a disused pedestrian tunnel currently being refurbished.

The new station areas are decorated in subtle tones – predominantly grey or brown, plus with unfaced concrete circular support pillars, and all are clearly designed to blend in with the rest of the station.

Exterior signage consists of a pole-mounted silhouette roundel on Battersea Park Road installed by the stairs leading to Electric Boulevard. Meanwhile, at the latter, is a smaller roundel atop a concrete post that carries a local area map.

The adjacent entrances to the station and the retail corridor both feature a standard illuminated LU white-on-blue name fascia lettered 'BATTERSEA POWER STATION'. A third name fascia is provided in the retail corridor to serve those who will arrive using the future pedestrian tunnel.

ADDITIONAL ESCALATORS

Asset	Make	Rise	Between
Escalator No.8	Otis-520.B	29.43 ft	Ticket hall and western entrance
Escalator No.10	Otis-520.B	29.43 ft	Ticket hall and western entrance

ADDITIONAL LIFT

Asset	Make	Rise	Between	Capacity
Lift No.1 (Lift 'D')	Kone Monospace	34.66 ft	Ticket hall level – Electric Boulevard – Battersea Park Road (3 landings)	17

TICKETING

There are no changes to ticket gates or machines, as both entrances use the existing facilities provided centrally at ticket hall level.

OPENING DAY

The opening ceremony was performed by Seb Dance, Deputy Mayor for Transport (plus 'residents' from Battersea Dogs & Cats Home). Among the other guests present were Andy Lord, TfL Commissioner; Stuart Harvey, TfL's Chief Capital Officer; Sam Cotton, Interim CEO of Battersea Power Station Development Company; and Simon Hogg, Leader of Wandsworth Council.

PUBLICITY

Publicity for the event was relatively low-key and without the network-wide poster promotion campaign launched for the original Northern Line Extension in 2021. Nevertheless, it was featured in regional TV news programmes, on the TfL page in the *Metro* newspaper, and on the *Evening Standard* website.

At the station itself, local posters were displayed in the days after opening pointing towards the new exit and describing it as "The most direct route to the shops and restaurants".

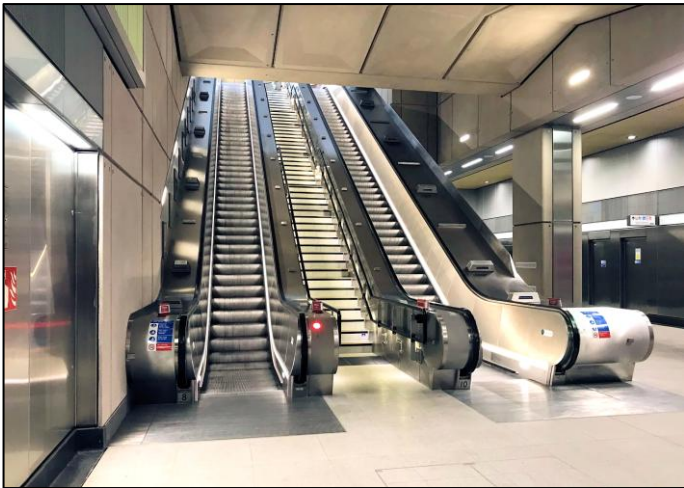


Above: (Left) The new Battersea Power Station entrance at Electric Boulevard level. The left-hand opening leads directly to the station, the right-hand has the shops but also gives access to the station. Behind the photographer are the stairs up to Battersea Park Road. The walkway above is at the level of the upper lift landing.

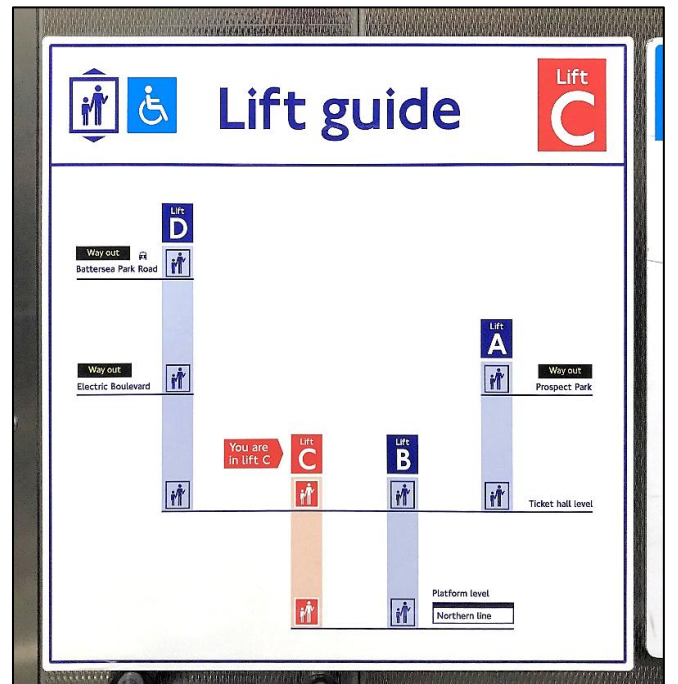
Above: (Right) The staircase linking Battersea Park Road and the Electric Boulevard station entrance. A corridor cutting through the building behind gives access to Lift No. 1's top landing.

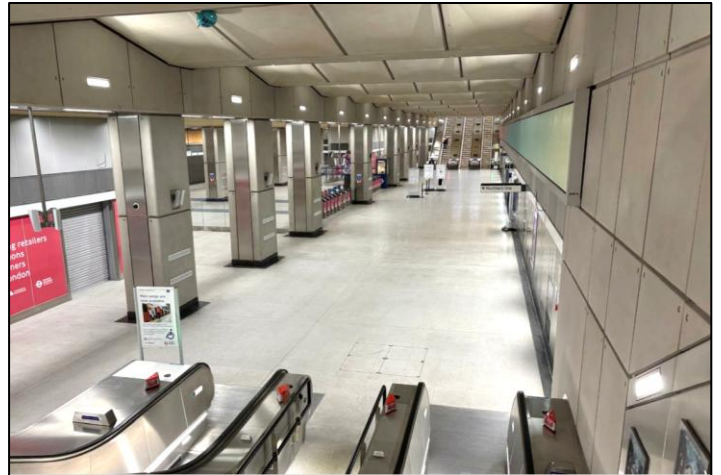
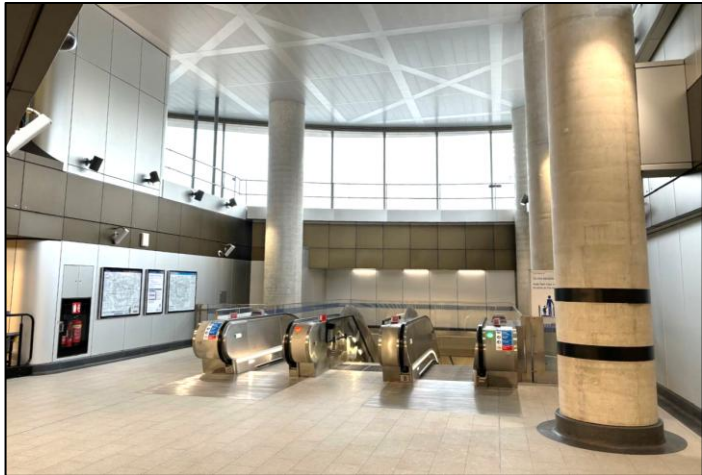
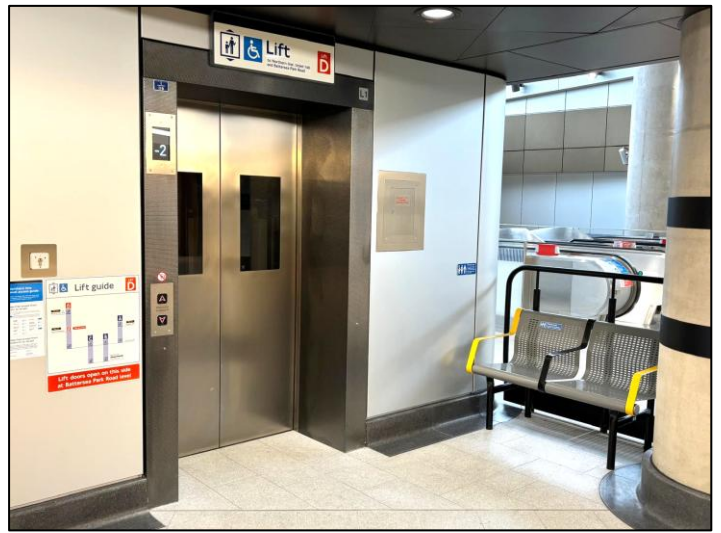
Below: (Left) New escalators Nos. 8 and 10 and a fixed staircase linking the ticket hall and the Electric Boulevard level. To the right of the roof support pillar is the route to the bottom landing on Lift No. 1.

Below: (Right) The corridor through the 50 Electric Boulevard Building that links Battersea Park Road and the upper walkway above Electric Boulevard that also hosts the top landing of Lift No. 1.



Above: The retail corridor with the exit to Electric Boulevard straight ahead, and the entrance to the station and the escalators upper-landing on the right.





Above: Four further photos of the new western access to the Northern Line's Battersea Power Station on 10 October 2025.

All photos: Roger Tuke

LOTS ROAD POWER STATION TRANSFORMED



In the June issue of *Underground News*, page 313, there was a note and photo about LT's former Power Station at Lots Road. More than 20 years since it was closed down and six years after its planned completion date, Lots Road's transformation was unveiled in January 2025 as the centrepiece of the Chelsea Waterfront development, containing 260 new homes. It is said that a two-bedroom flat will cost £1.9-m. The building, whose four chimneys once powered the London Underground, now boasts a 100-metre public 'atrium' in the former turbine hall, and is about to be lined with shops and restaurants. The design incorporates many original industrial features and has two of the original 275-foot chimneys remaining and restored for use as retail units. Lots Road was the only London power station to be built with windows.

Both photos: Roger Tuke on 11 October 2025