



PREPARING FOR THE T-CUP

During November 2009, preparations were being made for the drastic change to the Circle Line service, due to take place from Sunday 13 December. Before we take a look at what has been going on, it is worth noting the destinations and 'via' stations that have been provided for many years on the train indicators –

Station	Outer Rail 'via'	Inner Rail 'via'
Baker Street	Liverpool Street	High Street Kensington
Great Portland Street	King's Cross	Paddington
Euston Square	King's Cross	Paddington
King's Cross St Pancras	Liverpool Street	Paddington
Farringdon	Liverpool Street	King's Cross
Barbican	Liverpool Street	King's Cross
Moorgate	Liverpool Street	King's Cross
Liverpool Street	Tower Hill	King's Cross
Aldgate	Embankment	King's Cross
Tower Hill	<i>Embankment</i>	Liverpool Street
Monument	High Street Kensington	Liverpool Street
Cannon Street	<i>Embankment</i>	<i>Liverpool Street</i>
Mansion House	High Street Kensington	Liverpool Street
Blackfriars	High Street Kensington	Liverpool Street
Temple	High Street Kensington	Liverpool Street
Embankment	High Street Kensington	Liverpool Street
Westminster	High Street Kensington	Liverpool Street
St James's Park	High Street Kensington	Liverpool Street
Victoria	Paddington	Liverpool Street
Sloane Square	High Street Kensington	Liverpool Street
South Kensington	High Street Kensington	Liverpool Street
Gloucester Road	<i>Paddington</i>	<i>Embankment</i>
High Street Kensington	<i>King's Cross</i>	Victoria

Notting Hill Gate	King's Cross	Victoria
Bayswater	King's Cross	Victoria
Paddington	King's Cross	Victoria
Edgware Road	Liverpool Street	High Street Kensington

Italics indicate an older (generally light-box) style of indicator.

In early November it was noted that the 'light-box' indicator at High Street Kensington (eastbound/outer rail) had been removed. It was expected that it would be replaced with a fixed "all trains go to Edgware Road" board.

A survey undertaken on 11 November 2009 revealed that signs had changed to show the Circle Line to Hammersmith at Liverpool Street, Barbican, Farringdon, King's Cross (but not trackside), Euston Square, Great Portland Street, Baker Street and Edgware Road. This, of course, removes those final traces of the East London Line on line diagrams at certain locations. Less welcome is the introduction of River Services "boat" pier symbols, given that these mainly serve tourist cruise operations and are not public transport. This seems an awful lot of expense to go to for a service pattern which has never yet been trialled in the rush hour. Surely stickers could have sufficed until 2010?

Great Portland Street has no Jubilee Line interchange at Westminster, no Bakerloo Line interchange at Embankment and Chesham is still as shuttle, even though it is soon to change to a through service.

Wood Lane seems to have no interchange (with the Central Line) anywhere on the new station line diagrams whereas the replacement car line diagrams do.

Whitechapel now has a double arrow symbol – it is thought the London Overground's Design Manual said stations on the 'core' East London Line would not carry these as they're not part of the Network Rail network, so maybe it's for Crossrail? Highbury & Islington has been completely re-signed, eliminating many old and interesting examples which used to refer to the "Eastern Region" etc., whilst outside a new illuminated 'totem' on a pole shows the LU, LO and NR symbols.

The signs at the top of the stairs on the westbound at Embankment have also been replaced. This means that the previous diagrams have at last 'gone' having had (since 1979) Jubilee Line interchange at Paddington! These errors were snopaked over several times over the years after itchy fingernails had revealed and re-revealed them several times.



One of the posters extolling the virtues of the new extended Circle Line (Above). Passenger leaflets are based on a similar design.



The sign (Left) is a real classic. The line names are shown as singular at the top and there is no BR/NR interchange at Paddington (Circle).

Furthermore, there is no Central interchange at Wood Lane, Blackfriars is shown as open and supposedly there is a river pier at Victoria!

Photos Kim Rennie

By early December, new yellow-on-black destination blinds were seen on C Stock trains and surprisingly, these are in lower case lettering! A list of the new blinds will appear in a future issue but for the time being we note that the “via Aldgate” on “Circle line via Aldgate” is rather small. The plain “Circle Line” does have a capital C and L, so why not the others? But the biggest sticking point with the new service must surely be with the destination blinds, since many C Stock Train Operators (up to now) won't even change blinds at the terminus it seems, let alone on-route. The District Line's D Stock new car line diagrams show DLR interchange at West Ham (currently papered over) and Circle Line interchange at Hammersmith. London Overground interchange at Whitechapel is also temporarily covered, but some of these stickers omit the station 'tick'. C Stock, Central Line 1992 Stock and Piccadilly Line 1973 Tube Stock car line diagrams are also being replaced and on the last mentioned there is Circle Line interchange at Hammersmith, step-free access at Oakwood but no 'International' at King's Cross St. Pancras!



Left: This sign on the overbridge at Edgware Road shows both H&C and Circle lines serving platform No.1, but what serves platform 2? In theory it should be the inner rail Circle Line starting from Edgware Road, passengers having to cross over the bridge from platform 4. Maybe by the time you see this, something will have been added under “Platform 2”?

Photo: Colin Smith

At the bottom of the overbridge stairs at Edgware Road, both H&C and Circle lines are shown on platform 4 (westbound) but only the District Line to Wimbledon is shown for platform 3. What about when a Circle Line train is reversed in this platform? Moreover, some new diagrams have a tram roundel at Wimbledon rather than a tram motif. To finish, there are many sceptics that say the T-Cup service won't work. That we will have wait and see. The proof of the pudding will be in the eating, or in this case – the operation. Certainly with the re-signing, it looks to be a permanent feature – it will surely take a (service) ‘disaster’ for it to revert. Watch this space.