

STATION REFURBISHMENT SUMMARY

as at mid-February 2009

STATIONS 'COMPLETED' IN 2008

TUBE LINES

Acton Town	Old Street
Brent Cross	Russell Square
Camden Town	Southgate
Dollis Hill	West Finchley
Euston	Willesden Green
Finchley Central	Woodside Park
Hendon Central	
Highgate	
Holloway Road	
Hounslow West	
Leicester Square	

METRONET

Bromley-by-Bow
Chiswick Park †
Elm Park
Gloucester Road
Maida Vale
Northwood †
Perivale
Pinner
Preston Road
Ruislip Gardens
Tower Hill

2009

TUBE LINES

Canons Park
Edgware
Osterley
Stanmore

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Shepherd's Bush

Abbreviations used throughout these notes:

PA Public address. MIP Lifts Lifts for Mobility Impaired People.

† Project halted incomplete.

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(BAKERLOO, CENTRAL AND VICTORIA LINES)

OXFORD CIRCUS – Progress remains slow and little had changed since the previous report.

WEMBLEY CENTRAL – The remaining 1930s LMS entrance building in the High Road (see *Underground News* No.560, August 2008, page 560) was demolished in early February, only receiving new signs a couple of weeks beforehand!

Below: These two photos of Wembley Central were taken on 12 February 2009 and show the temporary 'main' entrance (*left*) and the view looking out at Wembley High Road (*right*). The furthest wall still retains two of the silhouettes of the former Wembley Stadium 'towers', but probably not for much longer.



LOUGHTON – The platform surfaces remain outstanding to be re-paved with parts of both island platforms still with rough tarmac.

HAINAULT – Very little has changed since the last report, although the construction of the two MIP lift towers have advanced a little further. The new train indicators on the island platform are still wrapped in plastic sheeting with the previous ones remaining in service. All of the 'blue' hoardings on the platforms themselves have been removed.

WANSTEAD – Most of the new tiling is in place but there is still much to do at platform level – ceiling panels missing and help points not yet commissioned. The public address system still uses the old 'tin can' shaped speakers. Nothing has progressed at the top station on the ticket hall and station control room. The trackside walls continue to differ from each other, the inner rail (towards Hainault) having red border tiles and the outer rail (towards Leytonstone) green border tiles.

MILE END – Apart from the removal of some blue hoardings around the supporting columns, revealing concrete columns, there is little progress to report here.

ST. PAUL'S – After a long period at a stand, things have been moving quite swiftly of late, both platforms being summarised as follows:

- Platform ceiling tiles removed and the vault painted.
- Most new tiling applied (with the red edging tiles being retained apparently).
- New station name roundels.

- Tactile strips near the platform edge and Help Points installed.
- New lighting in escalator shafts but temporary lighting still in use.

HOLBORN – Slow progress on the Central Line platforms but the ceiling has been repainted although at the east 'extension' end on the eastbound, the finish is rather patchy. Progress remains equally slow on the Piccadilly Line platforms.

SHEPHERD'S BUSH – Although reopened on 5 October 2008, there remains work to be done, mostly behind the scenes. However, as far as the public areas are concerned, the station looks as good as finished, which will be treated as such for our records.

WHITE CITY – After a long pause, once work re-started, it has continued at speed and is fast approaching completion and many (but not all!) of the heritage features have been replicated. The stanchions and girders have been painted pale green and new lighting has been installed along the edges of platforms 1 and 4. The restored platform level brickwork looks especially smart. Some scaffolding is in place above the edge of the station canopies. Replacement dot matrix train indicators have been installed but have not yet been commissioned.

Below: The 'restored' station entrance at White City. The Underground signs at right angles to the building (one of which is seen at the left-hand-side), although in heritage style, are not in keeping with a post-war station which opened in 1947. Nevertheless, the incorporation of 'heritage' features is to be commended. On 5 February 2009 the sign at the left of the photo had been removed but that on the right (out of the picture) was still in position.

Photo: Kim Rennie





The restored combined seat/roundels at White City (*above*) although the roundels themselves (*right*) are 'lined' whereas at least some of the previous ones were not. The plaque commemorating the Festival of Britain in 1951 (*above right*) has been retained outside the station entrance.

RUISLIP GARDENS – Another station delayed by the Metronet problems has been finished, although the blue portacabins in the western car park area remain on site.



It appears that the incorrect font has been applied to the new roundels at Ruislip Gardens (*above*), and the waiting room (*left*) comprises an 'aluminium' shell rather than the usual glass. For many years the platform numbers here have been different from the normal



standard but resigning has meant that traditional numbering has been restored (left).

NOTTING HILL GATE – Following the recent reinstatement of the escalator shaft panelling with new lighting, refurbishment work has just started on the refurbishment of the station's platforms and passageways. However, there is little to be noted at present, apart from a few markings and missing tiles. On the Central Line platforms, white tiles (as at Shepherd's Bush, Lancaster Gate, etc.) will replace the dull grey, which were a sort of prototype for the Victoria Line. If nothing else, the existing dim and dismal Central Line platforms (which were once 'showpiece' platforms) will at least be brightened up.

PERIVALE – Work here has been completed. However, the station car park remains closed to the public as it is now a base for people working on what seems an embankment stabilisation project on the westbound side.

BRIXTON – Work here still appears to be at standstill although a completion date of "autumn 2009" has been quoted on latest progress report posters. However, work has been undertaken on providing step-free access between trains and platforms, in the form of raised platform sections. On the northbound platform, the raised section covers both double doorway positions on each centre driving motor car, while on the southbound platform the raised platform extends slightly northwards to include the single door of both the north end middle DM and the single door of the adjacent 41xx trailer. The edge of the raised section is in fact set slightly back from the normal platform edge, which has been camouflaged by the latter's edge being painted black.

WARREN STREET – In stark contrast to the Northern Line passageways, which have been retiled in Leslie Green style, the Victoria Line passageways, platforms and trackside walls have received pale yellow tiles. Whilst not in keeping with the Victoria Line style, the finished product is not unpleasant. The above head height framework is not yet complete and the Help Points are installed but covered over. The existing public address system remains with blue tin-can speakers still in use. The Victoria Line lower circulating area has many of the ceiling panels removed.

Work on the Northern Line platforms reveals that little has changed since the previous report.

WALTHAMSTOW CENTRAL – Work has re-started here with a vengeance. The décor in the new subway between the ticket hall and bus station appears to be complete and a new MIP lift in service, which has seen the withdrawal of the 'porterage' service.

The ticket hall remains with temporary lighting and many ceiling panels removed. New public address has been fitted in the escalator shaft but the existing lighting has been retained.

At platform level the Victoria Line grey tiling has been replaced by light grey tiles with dark grey tiles at passageway corners. New PA speakers and Help Points are in use. It appears that the existing lighting is being retained, comprising fluorescent tubes in an inverted 'tray'.

TUBELINES JNP (JUBILEE, NORTHERN AND PICCADILLY LINES)

STANMORE – Refurbishment of the present station appears to be complete, which has included platform resurfacing and the usual refurbishment features – improved CCTV, new public address, Help Points and tactile strips near the platform edge. The platform building brickwork has been cleaned and coated in anti-graffiti paint. The third platform appears to be complete but awaits commissioning of the new signalling before passengers are admitted. The south end of the new platform will have a second emergency exit.

CANONS PARK – Refurbishment work here has been swift with work appearing to be complete.

KINGSBURY – Nothing to report here yet.

WATERLOO – Both Waterloo & City Line platforms are as yet unchanged, apart from a hoarding blocking the location of the future MIP lift to the ticket hall on the arrival platform. However, work on the two approaches (one stairs, one ramp – hence no MIP lift this side) between the departure platform and the subway to the main line platforms are well advanced. One side of both accesses are covered in plastic sheeting while the other side have new tiles over the previous tiles. The subway itself has been retiled with biscuit-coloured tiles but the ceiling has new framework but no false ceiling yet.

The low-level passageway to the ‘Shell’ escalators has many ceiling panels removed but in the ‘Shell’ ticket hall, no work has been noted.



The refurbishment of both Bakerloo Line platforms are at a similar stage with new biscuit-coloured tiles (on which temporary paper roundels have been stuck) with dark grey tiles at the passageway corners. New lighting has been installed parallel to the old, but is not in use yet and neither are the new Help Points – they have generally been placed next to those still in use. Platform edge tactile strips haven’t yet been fitted. The former Yerkes tiles have been exposed on the opposite tunnel walls. This new clock (*left*) on the northbound Bakerloo Line platform looks quite out of keeping compared with traditional railway clocks that can be seen at other refurbished stations around the network.

The Northern Line platforms are being finished in the same style as the Bakerloo and both seem to be running in parallel, progress wise. The distinctive platform flooring on both the Bakerloo (*below, left*), and Northern platforms (*below, right*) is being kept.



As the Jubilee Line platforms are only ten years old, it is perhaps not surprising that there is little change here.



EDGWARE – The station refurbishment has been completed and the end result is very pleasing, especially the roof. Not yet complete, however, are the new MIP lifts, which are expected to be in service in April 2009.



It is also pleasing to note that the 659,814 station name signs (*previous page, lower right*) under the stairs on platforms 2 and 3 remain, although they are believed to be replicas, not having the reference number at bottom right.

HIGH BARNET – Although the station is not under refurbishment, on 16 February 2009 it was noted that the new train crew accommodation building at the south end of platform No.1, on which work began in July 2008, was taking shape.

WEST FINCHLEY – Another station completed since the previous report, with the 'usual' refurbishment features.

GOODGE STREET – Although the station has been closed during certain weekends, there is little to report as yet apart from storage areas behind blue hoardings being created on the platforms and the commencement of cabling work.

CLAPHAM COMMON – There is nothing to report at platform level. A storage area behind blue hoardings has been provided at the top of the stairs from the island platform. Patch-painting has started on the non-tiled sections in the lower level passageways and the advertisement panels have been removed from the escalator shaft. Most of the work is currently taking place at top station, in the ticket hall and stairwells.



It is hoped that the 1990s stainless steel uprighters (*left*) in the escalator shaft will be retained, along with the heritage 'four-feathered' sign in the double stairwell (*above*). Note the absence of advertisements in the escalator shaft.

OVAL – There is also nothing to report at platform level other than the creation of storage areas behind blue hoardings. Painting has started on the non-tiled sections in the lower level passageways and on the spiral stairs, while the advertisement panels have been removed from the escalator shaft.

RUSSELL SQUARE – Refurbishment work has been completed with heritage features replicated throughout the station. However, the new platform tiling has been applied over the old, which remains underneath.

GREEN PARK – On the Victoria Line platforms, both now have smooth cement walls, with new white tiling being applied on the northbound. In the passageways, the new tiles are also white, but relieved by rows of light blue tile bands. Temporary lighting is in use on both platforms. The tile motifs in the seat recess remain outstanding to be reinstated.

There still remains just a few of the previous (1980s) coloured tiles at the platform ends on the Piccadilly Line. Most of the platform walls, however, have received white tiles with light blue relief.

On the Jubilee Line platforms, there is much 'patch' tiling taking place. Recabling is taking place above frieze level and the silver 'tin can' PA speakers are still in use. It is reported that the 'falling leaves' tile motifs are being retained.



COVENT GARDEN – This station is also being retiled in heritage style, but again with the new tiles being applied over the old ones (*above, left*). Despite this, it is pleasing to note that the ‘Way Out’ and ‘No Exit’ tiles have been copied with most now in place (*above, right*). New lighting has been commissioned on both platforms. The troughing for the cables can also be seen and at present, the old ‘tin can’ PA speakers remain in use.

ACTON TOWN – This station is now considered complete, including the two newly-installed MIP lifts. It is worth summarising events as they happened from August 2008:

- Brackets for the new dot matrix indicators noted in place on 2 August.
- On 26 August the UTS ticket office was demolished, the area cleared and waiting tiling. The new westbound stairs were getting brass handrails.
- The new westbound train indicators were noted up on 27 August but the 1960’s fluorescently-lit ones were still working. Both platforms have “next train arriving” announcements.
- The new eastbound train indicators were noted up on 28 August with the original 1932 style indicators still working.
- The new westbound stairs reopened on 30 August with brass handrails fitted, including a rail at child height.
- On 6 September it was noted that the old train indicators describers were still working in parallel with the new dot-matrix indicators. All drainpipes have been painted light blue, undercoat and the booking hall ceiling has been painted ‘sky blue’ – original? The westbound local monitors are imminently to be moved further east and are to be suspended from the roof rather than floor mounted.
- Some ‘heritage’ roundels going back up on the platforms on 9 September, in the stepped one-up, one-down pattern as before. Perhaps the blue bar is very slightly too light? The new OPO monitors at the west end of platform 1 have not yet been commissioned – they are attached to a pole that runs from floor to ceiling. New equipment is also awaiting commissioning at the east end of platform 1.

- The new OPO equipment on platform 1 was commissioned on 11 September. The new “District and Piccadilly lines, platform 4” sign is in New Johnston. One of the ‘heritage’ roundels on platform 1 has been put at the lower level, spoiling the “one-up, one-down” pattern of before. The one on the canteen wall, with the larger name bar, has been replaced with a ‘standard’ heritage sign. New repeaters for the platform dot-matrix have been installed on the wall created by the demolition of the UTS ticket office. During the “interchange only” days (except 23/24/25 August), Train Operators had to access through the booking hall, in a special walk through area – a security guard was available to stop access to anyone else!
- In late September, a new 3-D roundel (without flagpole) was noted at the station entrance.
- On 8 December it was noted that a few ‘corrections’ had been done recently! These included the sighting line of WAY OUT signs on platforms made slightly better, both bifurcation signs by top lift landing moved further east, unblocking the congested area between them.



OSTERLEY – One of the pleasing aspects of the now completed refurbishment here is that the posts for CCTV and PA speakers have been set back in specially constructed brick recesses, seen here (*left*) on 16 February 2009. One of the new Help Points is seen to the left, which is illuminated, the lamp for which is above. The concrete lamp and sign stands are not, of course, original, having been replaced in the 1980s. The originals had more graceful curves, while the replacements, seen here, are more ‘angled’. The ticket hall has also been restored with heritage features, including the individual lettering above the various doors.

It is reported that this station will have step-free access in the future, although no work has yet started on this project.



A nice touch at Acton Town are the 'fishtail' heritage Underground signs under the canopy (*above*), which look even better when illuminated at night. A traditional full-size roundel, normally found on platforms, has also been installed on the wall at the Bollo Lane entrance to the station. The free-standing roundels (*above left*) were remarkably only in place for a couple of weeks. Not only were they out of keeping on a 1930s heritage station but were probably unnecessary obstructions. By the end of January 2009, one had been removed and the other had been placed between seats (*left*) giving a sort of modern 'take' on the old wooden roundel seats at Hammersmith and High Street for example. One wonders if the displaced roundel will find its way into a similar position on the eastbound?



All photos: Colin Smith

All in all, the finished work at Acton Town looks very good, but already the cream paintwork has scuff marks from wandering feet that can't be left on the ground whilst waiting for trains!

HOUNSLOW WEST – The platforms here remain virtually unchanged, save for a general tidy up, as they are only 34 years old and in good order. The heritage ticket hall, presumably having listed status, retains the wooden District Railway passimeter (*overleaf, top left*) and the seven-sided lamp shades (*overleaf, top right*), behind which can also be seen roundels in the glass.



HATTON CROSS – With refurbishment work having recently started, there is little to report at this stage – more in a future report.

METRONET SSL

(METROPOLITAN, HAMMERSMITH & CITY AND DISTRICT LINES)

UXBRIDGE – At last work is progressing here on a project that should have been completed in 2006! Points noted include:

- Blue hoardings and scaffolding removed.
- New public address speakers mounted on suspended fittings which run the length of the train shed and through to the main entrance in the High Street.
- Platforms desperately in need of resurfacing.
- Help Points being installed.
- Scaffolding on roof over platforms 1 and 4 of train shed.
- Tiles and roundels removed from trackside walls under train shed.
- The stained glass window above the High Street entrance has been restored.

KING'S CROSS – Work seems to be beginning in earnest on the 'tube' side of the station and although the tiles on the Victoria Line platforms were removed some time ago, work has recently started on cementing over the rough brickwork.

The 1980s tiles depicting 'KX' in rather dull colours have mostly been removed on the Piccadilly line platforms with the platform walls cemented over. In the connecting subways, the late-1930s pale yellow tiles are also being removed.

In the Piccadilly Line escalator shaft the ceiling is devoid of panelling, revealing concrete over the tunnel segments, but with many rectangular 'holes' throughout the shaft.

The Northern Line platforms are at a similar state to those on the Piccadilly, although the 'KX' tiles currently remain above frieze level. The late-1930s pale yellow tiles are also being removed in the lower circulating area and subway to the Piccadilly Line. Also noted is what is believed to be a fireman's lift in one of the positions of the old Northern Line lifts – it is on the southbound side on the southern side of the passageway.

It was also noted that the stairs and subway between King's Cross main line station and the 'tube' ticket hall have been closed permanently from 8 February 2009. This is to enable a lift to be installed to provide step-free access from the ticket hall to the

Northern Line platforms. This staircase will not re-open, but a new route between King's Cross mainline and the Underground will open nearby when the new Northern ticket hall opens in 2010.

EARL'S COURT – During the first week of August 2008 the decking above the District platforms was noted as being taken down. However, three weeks later the temporary protection roof over the main train shed was re-erected. On 6 September the secondary weather protection over-roof was removed again, following which the decking was removed. By mid-February 2009, although much had been cleared, the scaffolding in the ticket hall from the gate line remains while some scaffolding is still in place over the platforms supporting cabling and temporary lighting

ALDGATE EAST – Work has been reported as re-starting but little evidence can be seen as yet. Current estimates for the reopening of the east end entrance are "Spring 2009" according to a January 2009 'update' poster.

UPMINSTER BRIDGE – By early-September, the station gained a new 3D/flagpole roundel outside, Wood Lane style. Most of the work appears to be complete at platform level, although the canopy is reported to "leak like a sieve". Help Points and new public address system are in and working. The stairwell and passageway to the ticket hall is far from complete and temporary hardboard floor boards have been placed over newly installed flooring by the ticket gateline.

MISCELLANEOUS WORK

GOLDHAWK ROAD and **LATIMER ROAD** – The blue hoardings at both stations protecting unsafe walls remains in situ and is likely to remain so with refurbishment now in the distant future.

IN THE FUTURE – MAJOR PROJECTS

STRATFORD – The situation on 12 December 2008 is shown below with the site of the additional westbound platform taking shape (*below, left*) and the new canopies being installed over platforms 5 and 6 (*below, right*).



FARRINGDON – Noted on 12 February was that a section of a new footbridge had been installed over the Thameslink tracks, with connection to the 1980s bridge spanning the SSL tracks.

By the time you read these notes, **BLACKFRIARS** Underground station will have closed from 2 March 2009 until late-2011 for Thameslink upgrade work.

CANNON STREET Underground station is to benefit from the rebuilding of the main line station above. However, the only notable change so far is the closure of the direct access between the Underground and main line station.

‘COMPLETED’ STATIONS UPDATE

The ‘owl’ under the canopy at the west end of the westbound platform at **WOODFORD** (see *Underground News* No.547, July 2007, page 372) has been retired and the underside of the platform canopy is now protected by netting.

Despite having been declared ‘complete’, blue hoardings are still in situ at the west end of **ELM PARK**.

Although **REGENT’S PARK** reopened in June 2007, the platform tiling at the extreme ends of the platforms had been left untouched. Quite recently they have at last been replaced, matching the replacement tiles elsewhere.



HIGHGATE – Although regarded as ‘completed’ in 2008, there are cables which continue to run along the platforms above frieze level, rather than having been enclosed, as seen here above, at the top right, on 16 February 2009.