

# NEWS AND NOTES

## EUSTON SQUARE



**Above:** Now that the main refurbishment of Euston Square station has been completed (with new and brighter tiling), back-lit advertisement spaces have been installed, as seen on 7 February 2019, although they are as yet advert-less and not back-lit. Lighting, station name roundels and name friezes are unchanged post refurbishment.

**Photo: Brian Hardy**

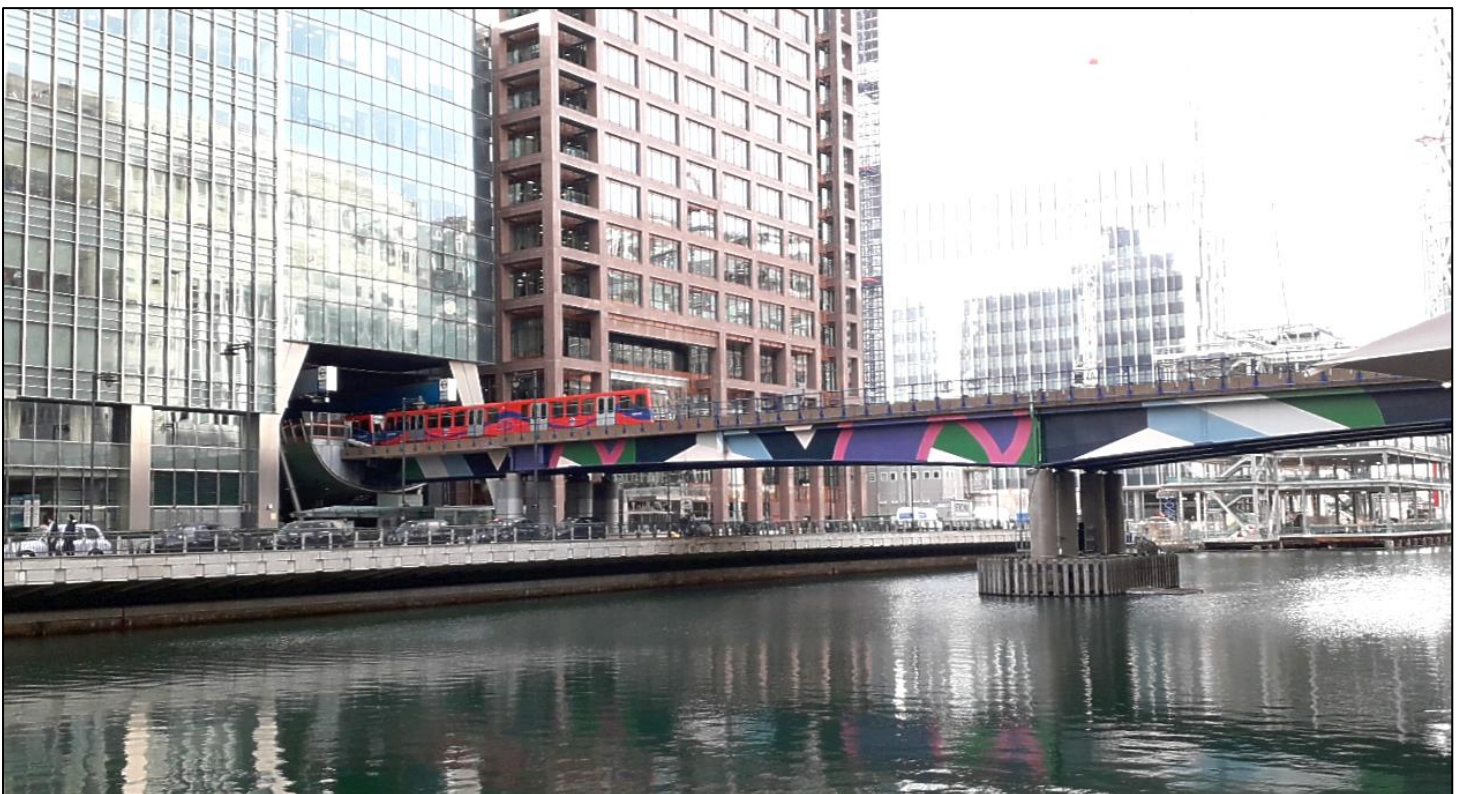
## HERON QUAYS DLR – THEN AND NOW





*Since its opening in 1987 with just two routes and just 11 vehicles, the Docklands Light Railway and its environs have grown beyond recognition. The photo (Above) of Heron Quays station was taken on 13 June 1996, by which time two-vehicle trains were the norm. The location is close to where the Jubilee Line (west) entrance was built but was still three years before opening. The photo (Below) was taken on 18 January 2019 in as near as possible location to that above.*

**Photos: Paul Bradley (Above) and Brian Hardy (Below)**



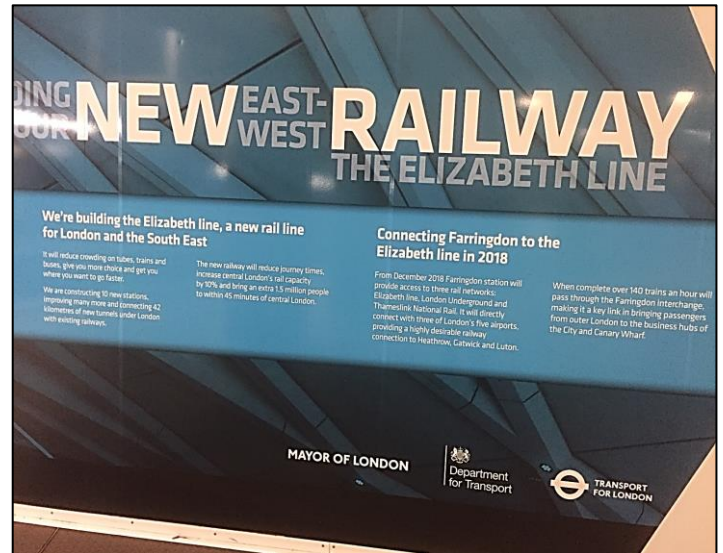


# RECENT POSTERS



**Left:** London Underground 'Heritage' posters have been put up at many locations on the network, featuring various subjects. One such features trains, seen at King's Cross on the Victoria Line. Others include staff and individual 'line' heritage

**Below:** Noticed in early-January 2019 when passing, the main signage on a hoarding at Farringdon has had the opening December 2018 covered over with a patch (Left). On the end hoarding (Right) nothing has changed still claims Crossrail is coming to Farringdon in December 2018!



**Below:** During December 2018, posters have appeared on the hoardings both north- and southbound platforms at Kennington. On the southbound there were only two types, as shown here.

**All photos: Roger Tuke**





### AMERSHAM

The new station car park at Amersham has been completed and is now open, the new building seen (Left). The station forecourt at Amersham has been closed and a hoarding erected all of the way around, which is causing problems for rush-hour pick-ups and drop-offs. It is expected that Amersham station will become step-free in 2020, unless the project gets deferred again.

**Photo: Antony Badsey-Ellis**

### MOORGATE

Further to the 'heritage' posters on the previous page and in the previous issue, a number of different ones have been displayed at Moorgate, depicting the station's history. Here is a small selection.







**Above:** A view of the former Thameslink (ex-City Widened Lines) platforms 5 and 6 at Moorgate, looking west towards Farringdon. If current plans come to fruition, this area will become part of Farringdon City Sidings.

**All photos: Ken Hampson**

## FINSBURY PARK LIFTS

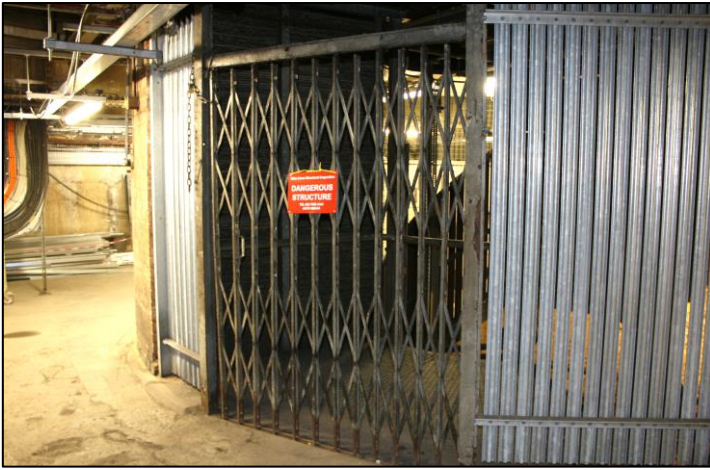
As reported in the previous issue, two new lifts were commissioned at Finsbury Park on 28 January 2019, providing step-free access to the Piccadilly and Victoria lines.

Of course, Finsbury Park had lifts many years ago, both on the GNP&BR side and the GN&C side. Each had four water hydraulic lifts and because they were slow and the distance travelled (between the upper level and platforms) was relatively short, it was often quicker for passengers to walk. The height rise of the GN&C lifts was 28ft and the Piccadilly lifts 19.66ft.

From the archives, we are told that Finsbury Park (GN&C) had two lifts out of service 1920 and removed by 18 January 1921. Spiral stairs were installed in the shaft and available for passenger use from 24 April 1921. The remaining two lifts were out of use c.1921-22. It is noted on 16 January 1923 that "the two remaining lifts were inoperative ..... the machinery having been removed". The late Alan A. Jackson notes that "the lifts were still at the bottom of the shaft in September 1959".

GNR Minute of 4 March 1909 tells us that the GNP&BR lifts were to be removed. Two lifts were assumed to be removed 1909-10 and replaced by spiral stairs soon after. The other two lifts remained in use until c.1921.

Met 1/29 of 7 January 1922 states that the (water) pumping station (which was in Wells Road) had been "closed for some time", indicating c.1921 date is possible. (The LER lift list of 13 August 1914 shows that hydraulic lifts 3/4 were in service at Finsbury Park Piccadilly Line at that time).



**Above:** Even though all the Piccadilly and GN&C lifts at Finsbury Park were disused by the early 1920s, some of the infrastructure remained in place for many years after. This photo, taken on 6 August 2010, shows that one of the upper level lattice gates was still in situ.



**Above:** The original lifts of 1904-1906 were water-hydraulic and water was pumped to the station from a pumping station in Wells Road. This view, also taken on 6 August 2010, shows the capped off water pipes at the top of one of the original lift shafts.



Views of the new MIP lifts at Finsbury Park, giving step-free access to the Piccadilly and Victoria Line platforms. Lift No.1 (eastbound Piccadilly and northbound Victoria) is seen (Left) and No.3 lift (southbound Victoria and westbound Piccadilly – Right).

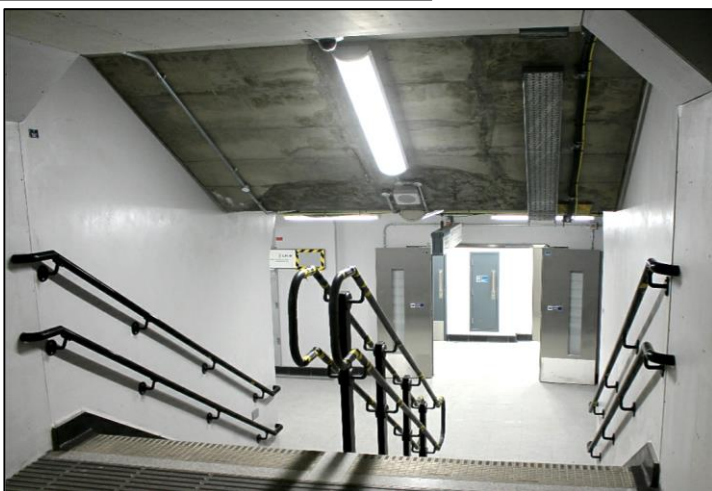
**Opposite:** (Top) The upper lift landings of the new lifts are level with a newly-built subway, which connects step-free to the main station entrance and bus stands in Station Place, where there is a Great Northern ticket office, but not one for the Underground.

**All Finsbury Park photos:  
Brian Hardy**



**Below:** (Left) A view of the new passageway at Finsbury Park which leads to the upper landings of the new lifts. This subway is at a slightly lower level than the parallel subway to the main line platforms as can be seen just right of centre.

**Below:** The main line subway at Finsbury Park looking towards the way out end of the station. The original lifts had their upper landings at this level. The subway itself is much improved as it used to be a very dingy place in quiet times. Sadly, the Piccadilly Line is still shown as north- and southbound instead of the correct east- and westbound.







**UPMINSTER**

**WIMBLEDON**



**Above:** The upgrading of the District Line depots at Ealing Common and Upminster continues. At the latter, the newly-commissioned roads are seen with three S7 trains stabled on them, being brought back into use from 6 December 2018. At Ealing Common Depot, track laying has begun at the west end, with work taking place on extending the main shed building a little in the westwards direction, to align with the depot office building.

**Photo: Trevor Wright**

**Above:** (Right) Further to Paul Bradley's enquiry about the 'objects' adjacent to the District Line at Wimbledon, they are lamp-posts with a small glass globe on the end, positioned to illuminate the gap between stabled main line trains, seen on 31 January 2019.

**Photo: Dstock7080**

**INDICATOR ANTICS**

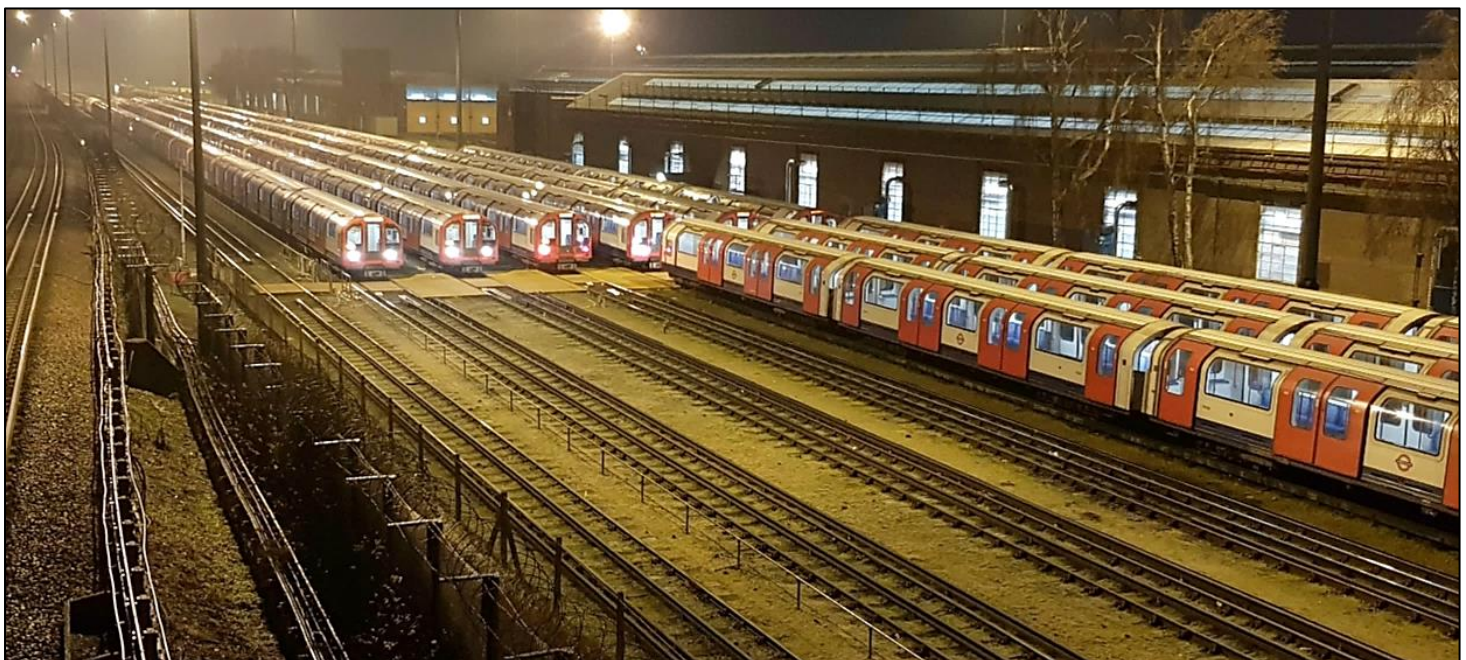




A defective westbound Metropolitan Line train at King's Cross during the afternoon of 2 February 2019 only caused an initial 10-minute delay, but the resulting information on the indicators did not reflect that, with each of the approaching trains due in 60 minutes! (Above). Also strangely, once normality had been restored, an erroneous 'Farringdon' made it to the westbound platform display (Left).

**Both photos: Tommy Cooling**

**RUISLIP DEPOT BEFORE START OF TRAFFIC**





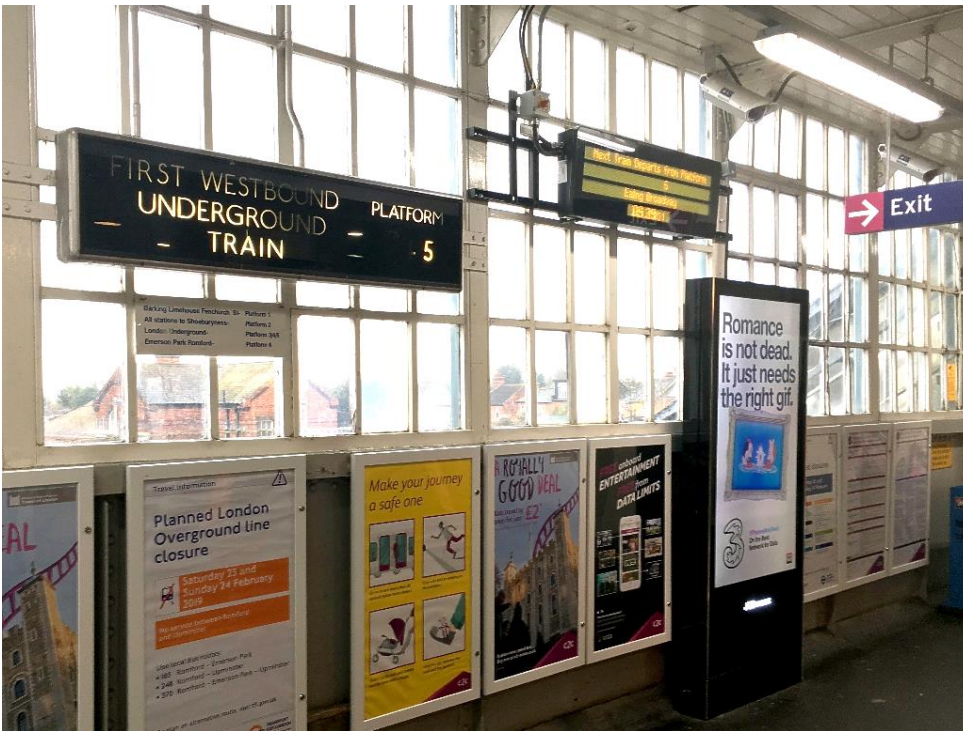
**Opposite:** (Lower) Ruislip Depot taken from the Herlwyn Avenue staff access footbridge at 04.13 on 14 February 2019 before the start of traffic, looking east towards Ruislip Gardens.

**Photo:** Keith Roberts

## UPMINSTER DMIs WORKING







**Above:** Photographed on 19 February 2019, the new dot matrix indicators on the District Line platforms at Upminster are now working. This view looks east on platform 5, showing that the train will be going west to Ealing Broadway.

**Left:** Also working is the new dot matrix 'next train from platform x' indicator on the bridge in the ticket hall at Upminster with the 'light box' indicator of 1960 still functioning – for the time being. It may be that this indicator won't have long for the operational world.

**Both photos: Colin Smith**

### FULL COMPLEMENT OF D-TRAINS FOR MARSTON VALE LINE

The second D-Train unit for the Marston Vale Line (Bletchley – Bedford) was transferred from Long Marston via Oxford on 7 February 2019, followed by 230.005 on 20 February 2019, making three two-car units for the service. Entry into passenger service is awaited.



**Above:** D-Train units 230.004 and 230.005 stand in Bletchley Depot on 20 February 2019.

**Photo: Vivarail**

### 1938 TUBE STOCK RAIL TOURS





As noted in the previous issue of *Underground News*, the LT Museum's four-car unit of 1938 Tube Stock was to make two separate trips on Sunday 24 February 2019, which followed a number of test runs between Acton Town and Uxbridge over the previous few days. Originally planned to have started from Ealing Common Depot on Sunday 24 February, an engineer's possession meant that the train started earlier from Northfields Depot instead, running via

Acton Town before picking up the first trip from Ealing Broadway. The trips were as follows:

- (1) Ealing Broadway (10.11) – outer rail Circle Line at High Street Kensington – around the Circle Line to High Street Kensington – Moorgate bay platforms.
- (2) Moorgate bay platforms (13.11) – Amersham (via northbound fast and northbound main line) – Harrow-on-the-Hill (via southbound local line) – Rayners Lane – Ealing Common (and thence to depot).

**Opposite:** (Lower) One of the test runs is seen in platform 1 at Uxbridge on 21 February 2019.

**Photo:** *Bradley Phillips*

**Below:** Passing over the City Widened Lines at Vine Street on the approach to Farringdon from the Ray Street grid iron.

**Bottom:** Reversing in bay platform 4 at Moorgate. It was good to see that appropriately-coloured 'line' plates were used in the destination displays.

**Both photos:** *Tim Easter*









**Top:** Passing Gloucester Road through platform 2 on the outer rail Circle Line heading to Moorgate. An eastbound S7 is at far right and the heritage train describer (no longer working) is on the left.

**Above:** The train is heading for Amersham on the northbound Metropolitan Line at Neasden, passing two Jubilee Line trains of 1996 Tube Stock.

**Both photos: Tim Easter**



**Opposite:** (Top) On the second tour, and with the finishing line in sight, the train departs Harrow-on-the-Hill heading for Rayners Lane (and then back to Ealing Common).

**Photo: Tommy Cooling**



**METROPOLITAN LINE POSTER**

**WHITECHAPEL**



**Left:** A poster seen at Great Portland Street station on 8 January 2019, extolling the virtues of the Metropolitan Line. This follows on from an initiative first introduced in the interiors of 1973 Tube Stock on the Piccadilly Line when that line's stock was being refurbished, which showed the stations nearest to places of interest on the Piccadilly Line.

**Above:** Photographed on 28 January 2019 is the hoarded off former and original entrance to Whitechapel station, still

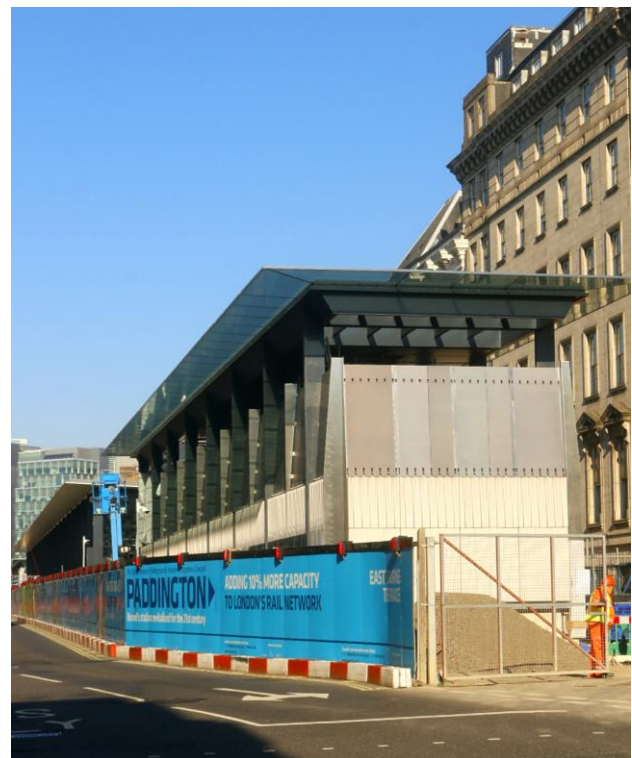




undergoing transformation for when Crossrail services are introduced.

**Both photos: Roger Tuke**

**PADDINGTON CROSSRAIL**



**GREAT NORTHERN POSTER**





# YOUR NEW TRAINS

**25 new longer trains are coming into service**  
 More space and improved reliability for every journey

Please board the first five carriages if you are leaving the train at Drayton Park, Highbury & Islington, Essex Road or Old Street.

For more information visit [northernrail.com/717trains](http://northernrail.com/717trains)

**Great Northern**

All former GN&C stations require passengers to use the first five cars.

**All photos: Stuart Hicks**

Taken on 26 February 2019, the three top views show the state of progress on buildings west of Paddington station. The photo (Above) of the bus stop on Bishops Bridge Road is a long way from the Bakerloo Line station.