

NEWS AND NOTES

AT RICKMANSWORTH



Opposite: In *Underground News* No.673, January 2018, we featured a 'train' in use as garden boxes on a retaining wall opposite Acton Town platform 4. More recently, another flower garden train has been installed at the north end of the northbound platform at Rickmansworth, seen here on 26 May 2019.

Both photos: David Hibbert

HAMMERSMITH

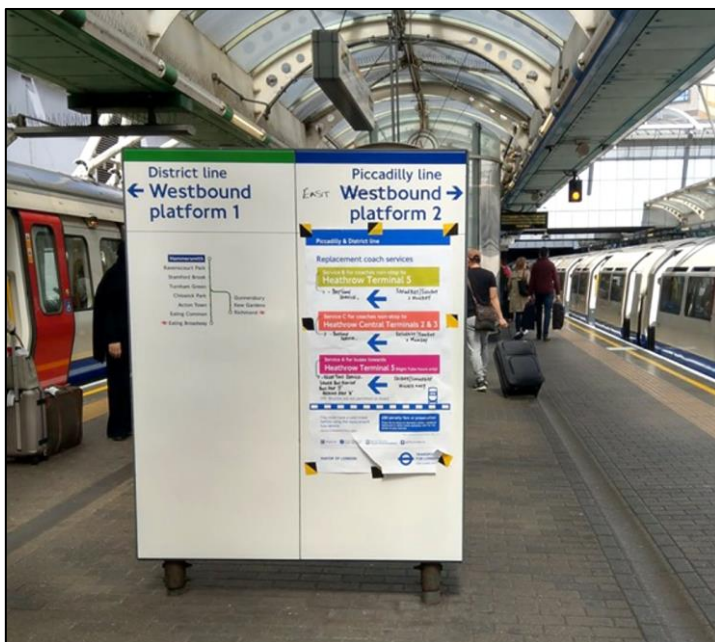


As noted in the last issue of *Underground News* in the 'Planned Engineering Work' section, the Piccadilly Line was suspended west of Hammersmith for the three-day Bank Holiday weekend for a number of engineering projects – drainage replacement at Osterley (disused station), track replacement east of Acton Town and preparatory lift work at Sudbury Town. The timetable provided for a 4-minute service reversing west to east in one platform at Hammersmith, with Train Operators 'stepping back' two

trains. However, with the service being intense and with heavy loadings, it made good sense to use both platforms, relying on staff to send passengers to the next departure platform. This also ensured that 'step back' drivers came into the same platform as their next train, thus saving time in not having to cross over platforms. Trains thus worked through the siding east of Hammersmith station in both directions.

Above: Two Piccadilly Line trains side by side and reversing at Hammersmith on Sunday 26 May 2019, taken from the stairs at the west end of the eastbound platform.

Photo: Bradley Phillips



The temporary signage at Hammersmith left a lot to be desired with corporate standards out of the window for the three days – thank goodness for hazard tape and felt pens!

Photos: Donald McGarr (Left) and Slav Ekkel (Below)

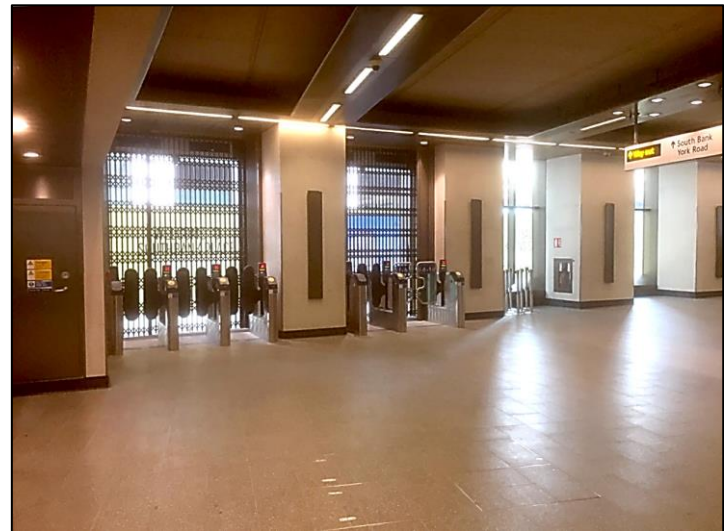
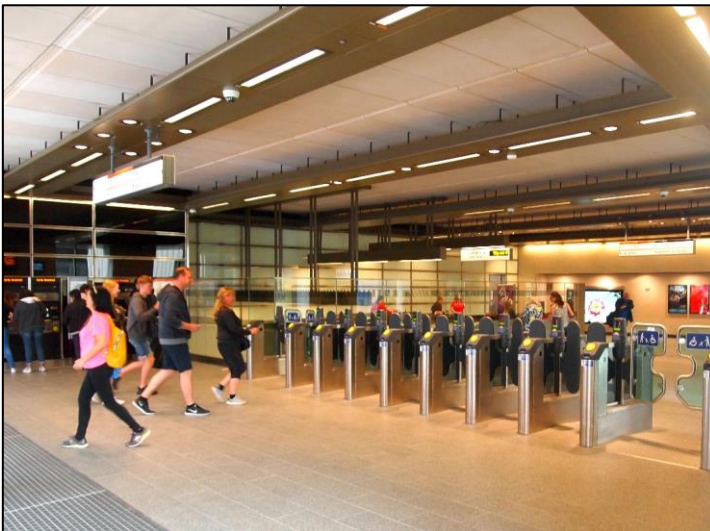


WATERLOO (SHELL)

The 'Shell' building at Waterloo Underground station reopened to passengers on 25 May 2019 after a three and a half year closure, to facilitate the redevelopment of the station entrance and the construction of a new oversite development. Closed on 5 November 2015, the completed entrance features three new escalators and will provide direct access to the new Southbank Place development on York Road. The project was funded by external partners Canary Wharf Group and Qatari Diar as part of their development of the surrounding area. The Southbank Place site will also provide shops, restaurants and bars, plus significant office space. The original ticket hall was built to serve the 1951 Festival of Britain and since 1962, the site was home to the historic Shell Centre; an imposing block that restricted public access to the waterfront. The east side of the upper landing

has more gates and another entrance which will lead into an alley adjacent to the new development but is currently still shut as building work to the east is still ongoing.

All photos: Roger Tuke



UNUSUAL MOVES



Far Left: When trains reverse south to north at Harrow-on-the-Hill, trains to Uxbridge can reverse directly in platforms 5 and 6. Amersham and Watford trains have to shunt via the siding north of the station, using signal JB100 and then returning into platform 4.

Photo: Keith Gregory

Left: Another rare move is reversing at South Harrow. A sign illuminates under the westbound starting signal for such trains. The top aspect is in fact a reflection from the lower. The sign actually has two lines, the top formerly displaying 'Shunt', disused since the crossover west of the station was abolished in 1971.

Photo: Martin Keegan

MORE FIRST DAY CLASS 710s



Unit 710.261 awaits departure from Barking (Left) on the first day of class 710 service. The date and time are confirmed on the interior display (Above).

Both photos: Fred Ivey

WEST HAMPSTEAD – LONDON OVERGROUND



The original station entrance and building at West Hampstead London Overground is in the process of being replaced, the original entrance (Above, Left) is to be replaced by the new structure (Above), very slightly closer to West Hampstead Jubilee Line station to the west. This 'all-action' shot (Left) shows a new Overground roundel being erected on the new station structure.

All photos: Fred Ivey on 22 May 2019

CITY BENCHES

As part of the London Festival of Architecture, supported by Moss Timber and HMG Paint Ltd., exhibits of 'Correlated Journeys' (Overleaf, Top) have been put on display. This includes 'City Benches' by artist, Sarah Emily Porter, and maker, James Trundle. City Benches is the result of a competition organised by the LFA in partnership with the City of London Corporation and Cheapside Business Alliance, and are intended to showcase fresh design talent and to offer imaginative places for people to rest amidst the bustle of their city surroundings. Inspired by the complex underground transport network, the form and colour palette represent the seven Underground lines in the Square Mile and Cheapside areas, which is one of five different designs. This example is outside the Royal Exchange at Bank.

Photo: Brian Kemp



EAST FINCHLEY

AN UNUSUAL PASSENGER



Above: One of TfL's electric car chargers has appeared at East Finchley station. The scrap of paper on the cable is a warning that it is reserved for e-taxis only. Penalty charge for other users!

Above: A rather unusual traveller on a train at Morden accompanying passengers late in the evening on 30 May 2019. He/she was not real we are assured!

Photo: David Miall

Photo: Richard Clowser

EALING COMMON DEPOT – WEST END

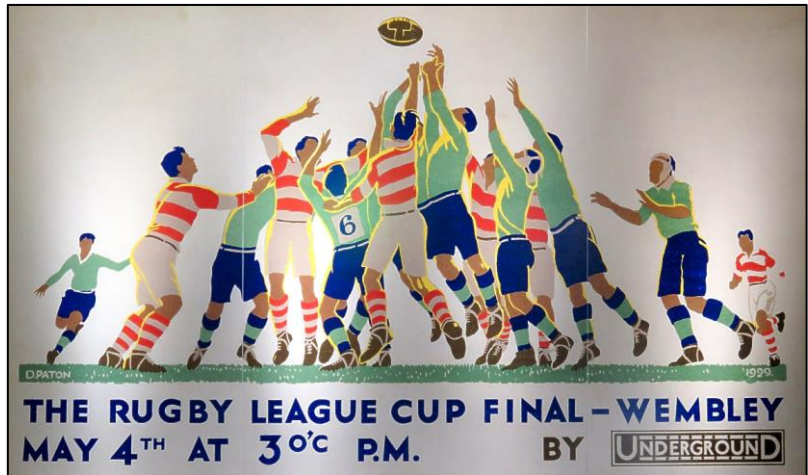
Opposite: (Top) A new frontage and nine new roller shutter doors have been installed at the west end of Ealing Common Depot providing a stark contrast with the original 1905 building style to the left, whose brickwork is to be retained.

Photo: LURS Collection



SARAH & CO.

WEMBLEY CENTRAL



Above: Sitting together in Ruislip Depot are No.12, Sarah Siddons, and the ex-LMS Director's Saloon coach.

Above: Topical when taken on 25 May 2019 is this pre-war illuminated poster, advertising the Rugby League Cup Final at Wembley Stadium.

Photo: Brian Ball

Photo: Fred Ivey

PRIDE 2019



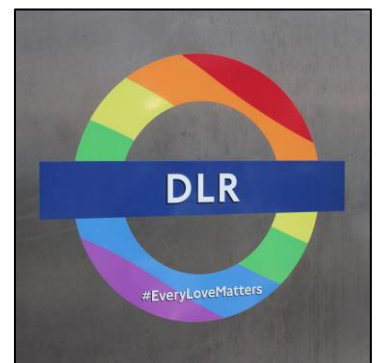
Left: Seen at Highbury & Islington on 31 May 2019 is London Overground Class 378 unit 378.216 displaying 'Every Love Matters' vinyls.

Photo: Brian Kemp

Overleaf: (Top Left) On Sunday 23 June, some DLR trains had been noted with 'rainbow' DLR roundels, on the front door glass and above those on the door itself. B.09 vehicle 139 pauses at Bow Church heading for Stratford.

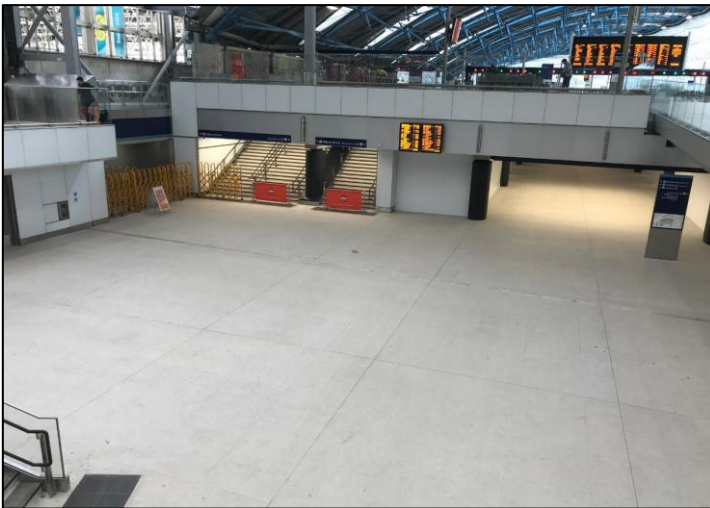
Overleaf: (Right and Centre) Various 'rainbow' signage on main signs and roundels on the Docklands Light Railway

All photos: Kim Rennie





WATERLOO



Taken on 21 June 2019, the former Eurostar area and Network Rail areas are largely now open but Underground entrance is still gated off and the roundel now bagged.

Both photos: Roger Tuke

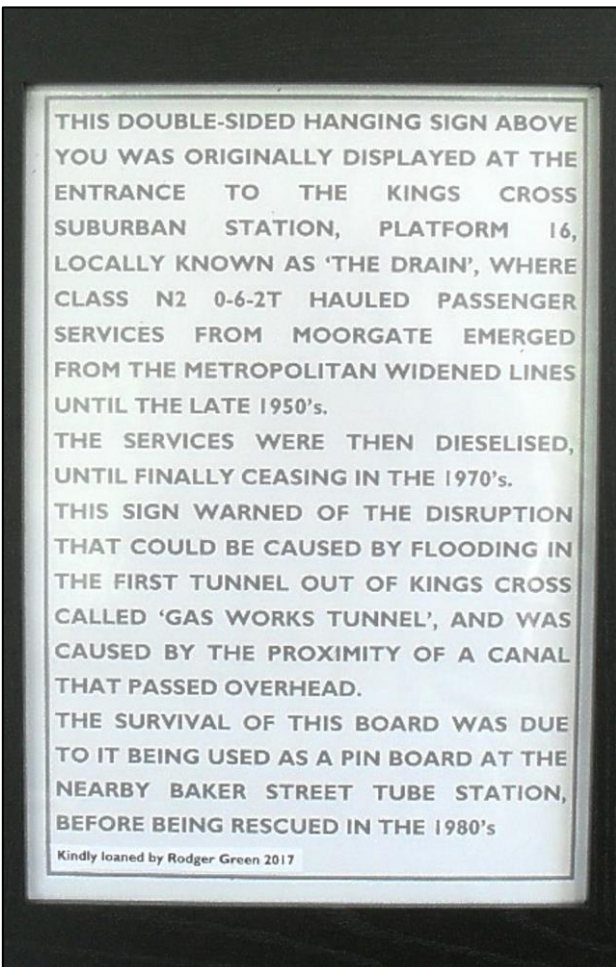
BANK



The construction of cross passage No.4 at Bank has been completed, which will eventually provide access (along with others, still under construction) from the new southbound platform to a much widened northbound platform, using the existing southbound platform. It is believed that excavation for cross passage 3 will begin shortly, which will result in a similar shot further along the platform. Let's hope no one makes accidental use of their emergency exit during traffic hours ...

**Photos: Richard Clowser (Above)
Brian Kemp (Right)**

EPPING – ONGAR RAILWAY



Underground-related memorabilia seen at Ongar during the occasion of the railway's steam gala on 9 June 2019.

Both photos: John Smith

DISTRICT 150



steam special (with Sarah Siddons on the east end) stands in platform 9 at Ealing Broadway with an S7 service train in platform 8.

Photo: Steve Hookway

Below: Prior to the event, the Metropolitan Railway coaches from the Bluebell Railway were transferred to Ruislip Depot by rail on 17 June 2019, being seen here at Streatham Common and double-headed by electro diesels 73.107 and 73.136.

Photo: Jude Heath

Left: Around 110 years separate these two designs of London Underground trains, seen at Ealing Broadway on 22 June 2019 on the occasion of the 'District 150' steam celebrations. Metropolitan Railway steam loco No.1 carried a curved headboard "District Pioneer" with "1869-2019" above and worked three round passenger trips between Ealing Broadway and High Street Kensington on Saturday and Sunday 22/23 June 2019, travelling empty to and from Ruislip Depot before and after the event. The



The Bluebell Railway's Metropolitan Railway coaches of 1898-1900 vintage underwent test trips on the Metropolitan Line prior to the District 150 event. At one end of the train was electric loco No.12 'Sarah Siddons' seen at Northwick Park on the southbound fast Line (Above, Left) and then heading north on the northbound main line from Harrow-on-the-Hill (Above, Right) headed by class 20 diesel 20.142 'Sir John Betjeman'. The test runs also included Watford and the ensemble is seen heading north to Amersham on the 'North Curve' between Watford East and North Junctions (Below).

All photos: Jude Heath



Left: At the west end of the main shed at Ruislip Depot, class 20 diesel 20.007 in green livery is on the left and 20.142 ‘Sir John Betjeman’ in lined LU crimson lake livery is on the right. In the foreground is battery loco No.28 with two unidentified battery locos behind it. A train of 1992 Tube Stock can be seen stabled in the distance.

Photo: Keith Roberts

Because this event is likely to be the last one of steam operation, notably because of the new 4LM signalling imminent, we make no apology for giving this one a good photographic coverage, with other items held over to the next issue.



Left: Preparing for departure in Ruislip Depot on Saturday morning 22 June 2019.

Photo: Daniel Hamblin

However, Saturday 22 June didn't get off to a good start. It is believed that Sarah Siddons displaced a kick-board on a negative rail ramp in Ruislip Depot and damaged it, then cumulative damage broke it by the time the train got into Ruislip Siding. Also, as the depot was under an engineering possession, a class 20 had to be used to get out of the shed and on to the Central-Metropolitan link. It was then discovered that the train had a negative earth. A damaged negative shoe had in turn broken the shoebeam.

Fortunately, Sarah Siddons has two negative shoes so it was a case of removing the broken parts and making the rest safe for the train to carry on. It finally left Ruislip Siding around two hours late. In short, the on-board engineers did an amazing job to get the train serviceable, rather than it being cancelled and disappointing hundreds of people. The late start paled into insignificance and the two-day event was enjoyed by all.

At the end of both days, the train ran empty from Ealing Broadway to Ruislip Depot via Ealing Common Depot to reverse. On Sunday 23 June, however, more time was allocated in Ealing Common for the LT Museum's Jubilee and K&ESR's coach 100 to be detached and returned to the Museum.



Previous Page: (Lower) The late running empty stock from Ruislip Depot to Ealing Broadway via Ealing Common, between Park Royal and North Ealing, nearer to the latter and about to pass under the Vale Lane road bridge.

Photo: Jason Cross

Below: Chiswick Park and Met. No.1 is on the rear heading for High Street Kensington, while a westbound S7 for Ealing Broadway approaches.

Bottom: Heading eastbound at Stamford Brook. Behind Sarah Siddons is the LT Museum's first class Jubilee coach, then the Kent & East Sussex Railway's first class coach No.100 and then the Bluebell Railway's four Metropolitan coaches.

Both photos: Richard Thomas (Hertman Images)





Above: On the eastbound and approaching Hanger Lane Junction after leaving Ealing Broadway with Sarah Siddons leading. Note the footboards that were common on handworked door stock.

On the right is the realigned westbound track – the former alignment of a few years ago may be seen to its right.

Photo: Daniel Hamblin

Below: (Left), Met. No.1 leads through Chiswick Park westbound. It is suggested that the reason for No.1 to be at the west end was because at the opposite end, it would have been completely under cover at High Street Kensington and its steam may have compromised the fire detection systems.

Photo: Colin Stannard

Below: (Right) In addition to the train being well patronised, it attracted the attention of hundreds of other people all along its route on both days. This is the scene at High Street Kensington.

Photo: Daniel Hamblin



Departing from High Street Kensington (Above) and approaching Chiswick Park heading east (Below), passing a westbound Piccadilly Line train of 1973 Tube Stock.

Both photos: Tim Easter



Above: In addition to the Bluebell Railway's four-coach set of Ashbury Stock, the train also included the K&ESR's coach 100 and the LT Museum's Jubilee coach 353, seen heading east at Stamford Brook.

Photo: Kim Rennie

Below: Met. No.1 rounds the curve heading the train into West Kensington. Access to Lillie Bridge Depot may be seen at bottom left.

Photo: Colin Smith



Above: At the end of the day – after the last run on Saturday 22 June, the train departs Ealing Broadway while an S7 approaches to terminate.

Photo: Colin Stannard

Below: After reversal in Ealing Common Depot, the train then returned to Ruislip Depot, seen passing the cosmetically restored Metropolitan Railway (but non-operational) signal box.

Photo: Phil Wimbush



Editor's Note: I have been overwhelmed with the number of photos submitted for District 150, for which I thank you. In fairness to everyone, there will be another selection in the next issue.