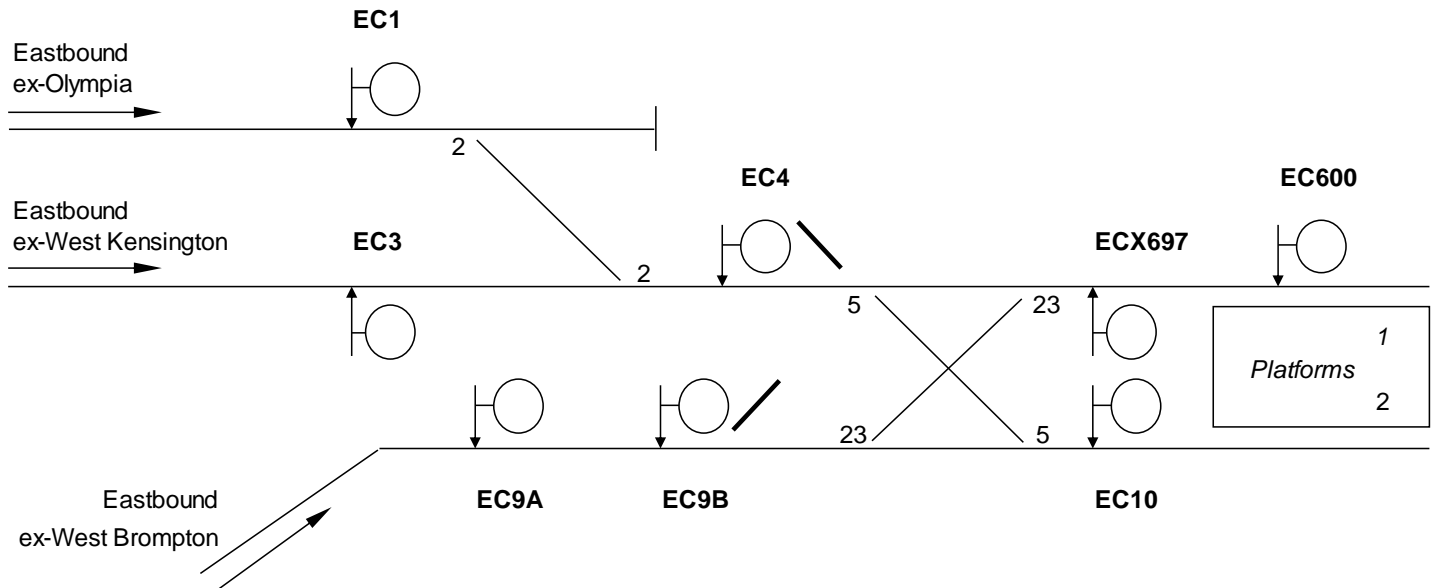


# NEWSFILE

## EARL'S COURT EASTBOUND

Over the Christmas Holiday period and until the start of traffic on 31 December 2016, the District Line was suspended west of Gloucester Road to Wimbledon, Olympia, Richmond and Acton Town for various engineering work projects. This involved the removal of the little-used Network Rail emergency crossover west of East Putney. A far bigger job was the installation of a facing crossover (No.23) west of Earl's Court on the eastbound and renewing existing No.5 crossover. The new crossover actually reinstates a facility that was removed many years ago and enables trains from the Wimbledon branch to work into platform No.1. Although the pointwork was installed and the signalling commissioned for the start of traffic on 31 December 2016, No.23 crossover was kept out of use as there was insufficient time to run the operational integration test trains.

### FROM 31 DECEMBER 2016



The revised layout is as shown opposite. One train was scheduled to use the crossover at night on Mondays to Friday from 16 January 2017 – the 00.11 Wimbledon to High Street Kensington, although it has been used 'in anger' as well during service disruption.



Two views (Left and Above) of the work taking place at the west end of Earl's Court over the Christmas Holiday period, which included the reinstatement of a crossover from the Wimbledon branch into platform 1.

Both photos: Thomas Crame

### CENTRAL LINE ENGINEERING

Engineering work at the eastern end of the Central Line saw engineers' vehicles stabled in the sidings at Woodford (Below), which are normally empty during the day, seen on 24 November 2016. On the left is un-modified battery loco L21 and on the right, modified battery loco L49, of 1964 and 1973 vintages respectively.

Photo: Brian Hardy



### BAILEY'S COMET



Previous Page: (Lower) The Schweerbau rail grinding train (note roundel name 'Bailey's Comet') seen in Moorgate bay road platform 4 on 11 January 2017.

Both photos: Howard Bowman

**WEBMINSTER .....**



On Thursday 12 January 2017, the station name signs and station line diagrams at Westminster were changed by Amazon to read “Webminster” to advertise the launch of new London internet services to help businesses. The signage change lasted only for the day, as on Friday 13 January all signs were back to normal. The publicity stunt attracted a lot of attention in social media – “Londoners were left puzzled”, “Scores of confused London Underground passengers noticed the swapped signs and questioned what was going on” and “confusing commuters who aren’t sure why it has happened”. It is reported that TfL made £390,000 out of the deal. One of the free-standing roundels on the eastbound District and Circle Line platform is seen (*Above, Left*) and a station line diagram for the westbound Jubilee Line (*Above, Right*). Of course, it’s not the first time that an Underground station has been renamed for a day. Back in 2015, Canada Water station was re-named ‘Buxton Water’ for just one day as part of an £11,000 sponsorship deal related to the London Marathon.

**Both photos: Brian Hardy**

**KENTON UPDATE**

Passing through Kenton on 6 January 2017 it was noted that the new footbridge was under construction. A new stairway to the northbound platform exists outside the platform wall with access through a new opening in the wall (as has been previously done at North Wembley). The north end of the northbound platform is now railings. The stairway to the southbound platform is not finished yet so the temporary footbridge survives as rather a nuisance. There was no Bakerloo north of Stonebridge Park on 26 December 2016 so this was most likely the installation date.

On 12 January 2017, the new footbridge is seen (*Below, Left*). Also noted on the left of the photo are the new railings, where the northbound stairs used to be. The new stairs from the northbound platform (*Below, Right*) through the new opening were in use but protection from the elements was far from complete.

**Both photos: Brian Hardy**





## MEMORIAL PLAQUE AT BANK



On 11 January 2017, a memorial plaque (*Left*) was unveiled at Bank station (adjacent to Subway 7) to commemorate lives lost in the bombing of the station during the Blitz, 76 years ago. At 19.59 on the evening of 11 January 1941, an incendiary bomb was dropped on the station. It burst through the roof of the ticket hall and exploded, sending blast waves down the escalators and stairs into the station tunnels. As was usual during air raids, the platforms were full of people taking shelter. A total of 56 people, including members of staff, lost their lives that night and the eventual death toll was 111. It was one of the worst such incidents of the Second World War. The three Central Line escalators were wrecked and two trains that were in the platforms sustained damage. The station reopened on 17 March 1941 after a temporary wooden staircase had been built, and from 13 December 1941 one new escalator had been installed, having been intended for the upper flight at Highgate.

A second escalator, taken from the middle position in the upper flight at Chancery Lane, was available from 2 April 1944, along with a steel staircase replacing the wooden one. The third escalator was reinstated on 24 August 1947.

## VICTORIA STATION UPGRADE

Further to the photograph on page 185 (*Lower*) in the February issue of *Underground News*, the first part of the £700-million Victoria Station Upgrade project opened on Monday 16 January 2017 at the junction of Bressenden Place, near Cardinal Place. This this will bring new Nos.10-12 escalators into service (lower flight) and Nos.13-15 (upper flight from ticket hall), all being Schindler 9700AE type. The work on the entrance outside the Victory Arch at the station is still in progress and will open in 2018. Installation on escalators Nos.7-9 (also Schindler 9700AE) in that part of the station has now commenced. Work on new lifts is still in progress but these were not available when the station opened. The new entrance leads to a new ticket hall and the Victoria Line platforms. The tunnels connecting the North ticket hall to the District and Circle lines will open in summer 2017. The final part of the station to be completed, the expanded South ticket hall, will open in 2018. Once completed, the station will feature eight new lifts, nine new escalators and 20 new ticket gates. It will be double the size of the original station before work began in 2009. Eventually, new lifts will –

- Provide step-free access between street, ticket hall and Victoria Line platform level.
- Provide interchange between the Victoria Line and District and Circle Line platforms.
- Provide improved access between the National Rail and the Underground platforms.

*Editor's Note: (Colour) photographs in a future issue.*

## NORTHERN LINE EXTENSION TUNNEL BORING MACHINES UNVEILED



On 20 January 2017 two new tunnel boring machines were unveiled which will drive the tunnels for 3.2 km on the Northern Line’s extension from Kennington to Battersea. Taking six months, the TBMs will run for 24 hours a day, seven days a week, stopping only for scheduled maintenance. In a tradition afforded to TBMs, the machines have been given female names, Helen and Amy in honour of the first British astronaut, Helen Sharman, and British aviation pioneer Amy Johnson.



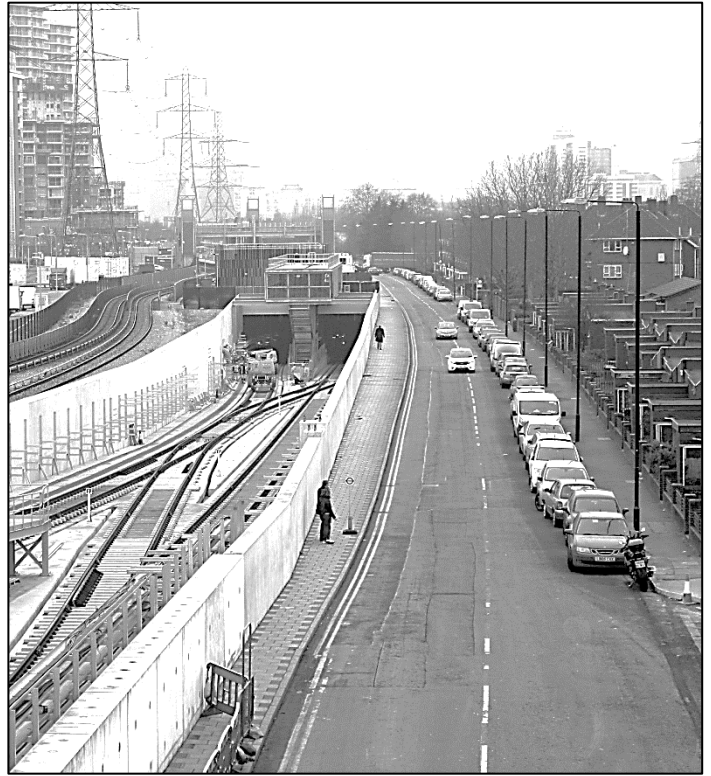
### OOOPS! – SPOT THE MISTAKE

First noticed on Monday 24 January 2017 (*Left*) were these posters with the faux pas in the fourth line but with the correct spelling in the line below!

**Photo: Brian Hardy**

### CUSTOM HOUSE DLR

Work to redevelop Custom House station was expected to start on Friday 3 February 2017 with the station closing until late-December, passengers being advised to use either Royal Victoria or Prince Regent DLR stations. The work will include taking down the existing station canopies and the installation of a new mezzanine deck above the DLR platforms, as well as providing two additional staircases. It will increase capacity at the station by 50 per cent and will allow passengers to interchange easily with Crossrail services from December 2018. (*Editor’s note – it was noted that for some time during January on the BBC Travel Information page, Custom House station was shown as already closed, which it was not!*).



These three photos, taken on 26 January 2017, show the situation at Custom House before the DLR station closed for rebuilding. The new footbridge above the train (*Above, Left*), which were are told was opened in October 2016, will remain open for the duration of the station's closure. Looking east (*Left*) the new Crossrail station remains under construction with the DLR tracks in the foreground, while looking west (*Above*) with Victoria Dock Road on the right, the tracks for Crossrail can be seen, with the tunnel mouth in the distance. Two emergency crossovers will be provided here.

**All photos: Brian Hardy**



# CANNING TOWN – LIMMO PENINSULA ENTRANCE



Further to the photos (inside front cover, *Underground News*, January 2017), this entrance is now fully open (*Above*), the exterior of the station properly signed and the lift is available for passenger use without staff being present, as seen on 26 January 2017. Access to the exit is seen in the corner of the ticket hall (*Below*) through glass doors.

