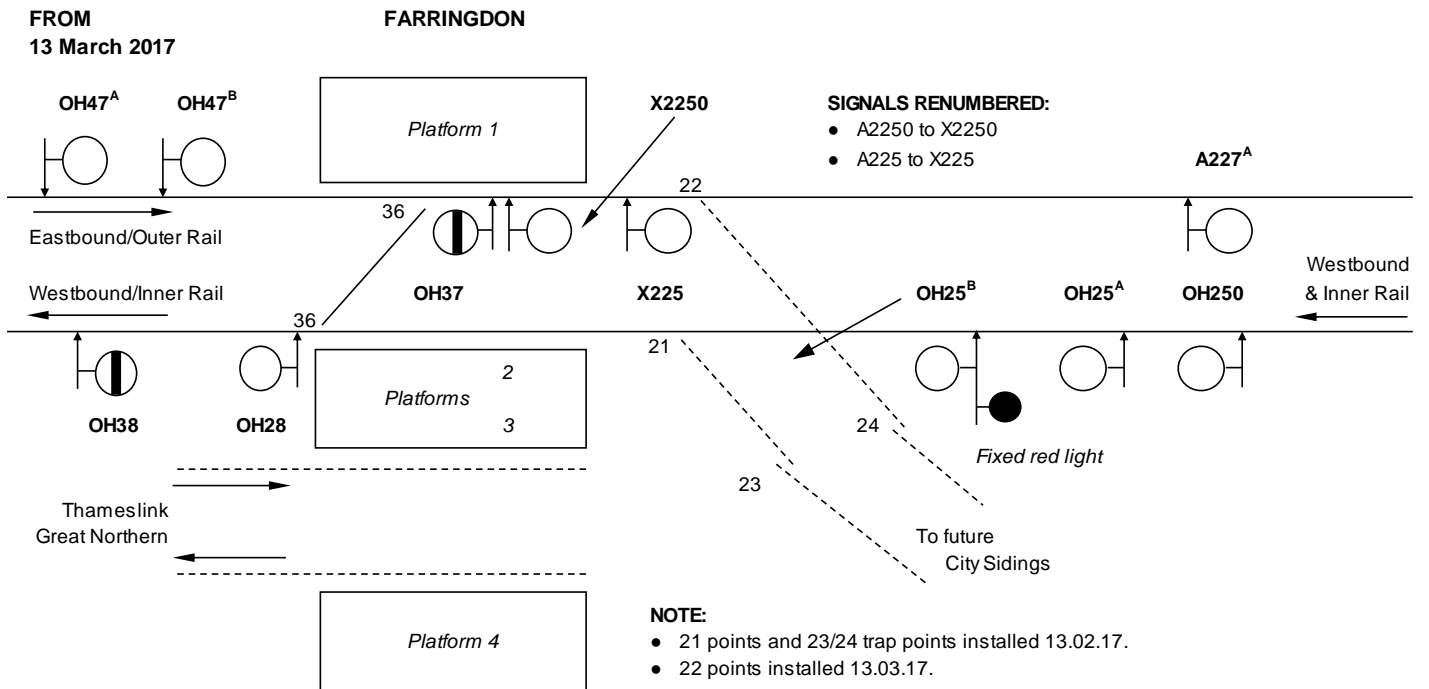


NEWSFILE

PREPARING FOR THE FUTURE CITY SIDINGS AT FARRINGDON



Two views looking east at Farringdon from the westbound platform on 16 February 2017 (*Left*) showing the new westbound points and on 15 March 2017 (*Right*) after the eastbound points had been installed and commissioned.

Both photos: Russell Wykes



Not only have the points from the east- and westbound lines been installed at Farringdon for the future City Sidings, but also ‘trap’ points 23 and 24 on the new alignment (see diagram). It will be some time before the project will be realised – certainly after the completion of Crossrail work between Farringdon and Barbican. This view (*Left*) looking west shows the east- and westbound tracks in the foreground and the access tracks for the sidings to the left.

Photo: Roger Tuke

PREPARING FOR CROSSRAIL

Expected to enter service soon, the new class 345 trains for Crossrail are under test and 345.005 is seen (*Below*) arriving at Seven Kings, working the very early 3Z24 from Gidea Park to Ilford EMU Depot on 9 March 2017. To begin with, they will work the TfL Rail service between Liverpool Street and Shenfield, replacing the ageing class 315 trains.

Photo: George Odlum



WHITECHAPEL (EAST LONDON LINE)

Readers will be aware that until recently, five-car trains on London Overground serving Whitechapel had to have end doors isolated (south end car on northbound trains and north end car on southbound services) because of the short platforms (although they were originally long enough for six-car trains many years ago!) and now five car trains stop with all doors in the platforms.

Platforms 5 and 6 on the former LU East London Line have been extended at the north end to accommodate five-car trains, believed to have been completed in early-February 2017. The platforms were lengthened by one car length during a scheduled weekend track closure (*4/5 February 2017? – Ed.*) and while the station was closed the opportunity to do other work was taken. Additional lighting and CCTV on the platforms was installed and a new handrail on the stairway from platforms 1 and 2 to platform 6 was added. The crane, between the District and Hammersmith & City Line platforms, was also removed.



Above: The platform extensions at the north end of Whitechapel, both taken from platform 6, looking across at the northbound extension (*Left*) showing the staff gates, and the southbound extension (*Right*) showing the rear of a southbound train with it fitting in platform 6 with last doors open. Both photos taken on 10 March 2017.

Both photos: Roger Tuke

HAYNE STREET

Below: Believed not reported before in these pages is Hayne Street Underground station film set in the Disneyland resort in Paris used for the movie *Reign of Fire*, a 2002 British-Irish-American post-apocalyptic disaster fantasy film.



Photo: Sarah Lynch



CROSSRAIL

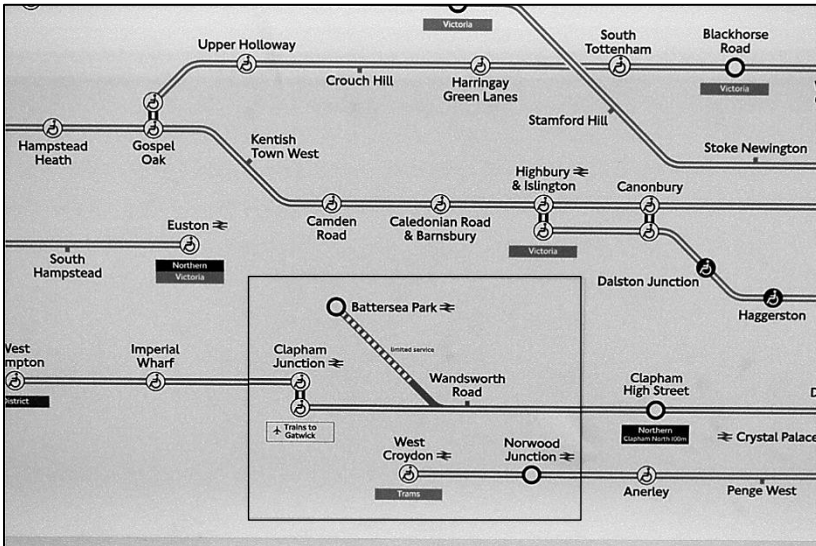
Farringdon on 22 March 2017 (*Left*) showing new overlay vinyl for the Elizabeth Line. As of 21 March those at Whitechapel still showed 'Crossrail'. The wall at the bottom of the Bakerloo Line escalator at Paddington (*Below, Right*) which was 'broken' during the recent closure for construction of the Crossrail link tunnel now has Elizabeth Line advertising.

At Farringdon (*Below Left*) there is also a freestanding video wall with four screens (on the Elizabeth Line), in the Underground ticket hall north side of Cowcross Street inside the barriers to the left where the former passageway used to lead to the gents and stairs down to the northbound Thameslink platform.

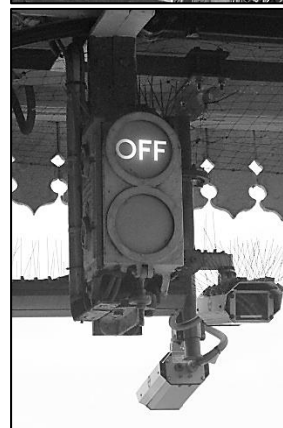
**Photos: Roger Tuke (Above and Below, Left) on 22 March 2017
Stuart Hicks (Below, Right) on 20 March 2017**



LONDON OVERGROUND DIAGRAM CHANGE



'ON' AND 'OFF'



Above: Battersea Park is now featured (as a stick-on patch) on London Overground maps, although it has only a very limited service on Mondays to Fridays and Sundays.

Photo: Stuart Hicks

Above: To add to recent discussion, at LU stations served by main line trains, such as on the Metropolitan Line, platform repeater signals do not follow the LU convention by being yellow and green, but instead 'on' and 'off' respectively, as seen at Chorleywood on 21 March 2017.

Both photos: Brian Hardy



CHARING CROSS (TRAFALGAR SQUARE)

One of the Bakerloo Line entrances at Charing Cross (formerly Trafalgar Square) taken on 23 March 2017), with the roundel over the stairwell amended to say “No Station Access”. It is intended to provide some degree of one-way system while the main entrance at the main line station is closed. However, your writer suggests that if you ignore the sign you arrive unimpeded at the Bakerloo gate line anyway. The main entrance is expected to reopen in the summer.

Photo: Roy Freeman



THREE GENERATIONS

Three generations of Tube Stocks together in Acton Works on 24 March 2017. On the left is the LT Museum’s four-car unit of 1938 Tube Stock, recently overhauled. In the centre is unit 3075 of withdrawn 1967 Tube Stock from the Victoria Line and on the right a 1962 Tube Stock DM from one of the Central Line Rail Adhesion Trains. At far right can just be seen part of a withdrawn D Stock car, probably 17107 and awaiting disposal. It is where these trains are standing which become the new Train Modification Unit building.

Photo: David Brabham



TAMPING MACHINE IN TROUBLE AT RICKMANSWORTH

One of the two new tamping machines, TMM776, suffered a braking defect and subsequent flatted wheels on 23 March 2017 and was stabled in the South Sidings at Rickmansworth pending its return to Ruislip. It is seen on 28 March 2017 between battery locomotives. Nearest is L48 of 1973/74 vintage, now only one of a few such locos in unmodified condition.

Photo: Chris Cobley