

# NEWS AND NOTES

## KENNINGTON – FOR BATTERSEA



*Above: Approaching the converging junction on the Kennington loop, with the line from Battersea coming in ahead from the left, seen on 7 August 2019.*

**Photo: Trevor Wright**



*Above: Closer to the converging junction at Kennington Green (Left) also on 7 August 2019 and looking back towards Battersea (Right) on 16 August 2019.*

**Both photos: Trevor Wright**

## 50 YEARS OF THE BUCKINGHAMSHIRE RAILWAY CENTRE

Over the weekend of 25-26 August 2019, the Buckinghamshire Railway Centre at Quainton Road celebrated 50 years since its foundation. On both days a raitour operated, using the London

Underground red-liveried 4-TC (Class 438) set. The motive power was a Class 33 diesel at one end of the train and a pair of Class 20s at the other.

Organised by UK Railtours, the trips originated from Marylebone and ran via Harrow-on-the-Hill and the Metropolitan Line, beyond Amersham to Aylesbury and Quainton Road. After a short break, the train then returned south and to Watford via the North Curve, then returning to Quainton Road. There was then a longer break before the train returned to Marylebone via the Metropolitan Line. The scheduled times both days were:

Marylebone	dep	10.05	Watford	dep	13.50
Quainton Road	arr	11.50	Quainton Road	arr	15.20
Quainton Road	dep	12.30	Quainton Road	dep	16.00
Watford	arr	13.43	Marylebone	arr	17.37

On 25 August, the train originated from Ruislip Depot, running to Marylebone via South Ruislip and Northolt Park, returning by the same route during the early evening of 26 August 2019. Overnight on 25-26 August, the train stabled on the 'wall' siding in Marylebone station.



**Above:** On 25 August 2019 and on the northbound 'main', class 33 D6515 heads the special between Northwood Hills and Northwood (Left), having just passed over the 'iron bridge' crossing the Rickmansworth Road. The rear of the train (Right) shows both class 20 locos.

**Photos: David Rowe**

**Overleaf:** (Top) On Bank Holiday Monday 26 August, the London Transport liveried 4-TC set is seen leaving Quainton Road with 20007+20142 leading and 33012/D6515 on the rear.

**Photo: Christopher George**





**Left:** Returning to Ruislip Depot on 26 August and passing South Ruislip, D6515 heads the empty coaching stock bound for Ruislip Depot.

**Photo: Justin Bailey**

### AMERSHAM HERITAGE WEEKEND

The 4-TC coaches were in action again two weekends later for the Amersham Heritage weekend, this time with No.12 'Sarah Siddons' in charge at one end and the two class 20 diesels at the other. The train was transferred to Neasden Depot on Friday 6 September and returned to Ruislip Depot on Monday 9 September.



**Opposite:** (Lower three photos). The transfer from Ruislip to Neasden on Friday 6 September, seen at Harrow-on-the-Hill in platform 6 (Left). It also included a 'turning' run from Neasden to Watford, thence to Amersham and back to Neasden Depot, being seen in platform 2 at Watford (Right).

**Photos: Hugh Bernard-Harte (Lower Left two photos) and Ed Mackintosh (Lower Right)**



**Previous Page:** Two more views of the stock transfer on Friday 6 September 2019, ascending the flyunder approaching Harrow-on-the-Hill (Top) and passing Preston Road (Lower) on the southbound fast. The buildings above and to the right of the train in the top photo are those of Morrisons supermarket, which sits on part of the site of the former Harrow goods yard.

**Photos: Christopher George (Top) and Kim Rennie (Lower)**

The scheduled times of the special trips on both days were:

Wembley Park	dep	10.23	Amersham	dep	13.42
Amersham	arr	11.14	Harrow-on-the-Hill	arr	14.10
Amersham	dep	11.42	Harrow-on-the-Hill	dep	14.22
Harrow-on-the-Hill	arr	12.10	Amersham	arr	14.50
Harrow-on-the-Hill	dep	12.22	Amersham	dep	15.26
Amersham	arr	12.50	Wembley Park	arr	16.00



**Left:** On the journey north from Wembley Park, the train ran via the northbound fast, crossing over to run through platform 1 at Harrow-on-the-Hill and then on the northbound main to Amersham. The four-coach set and the locos at each end provided a good-looking train, livery-wise. Until 23 May 1971, the present unelectrified track used to have current rails beyond the diamond crossing so that LT trains could reverse south to north.

**Below:** On the downhill run from Amersham, 20.142 'Sir John Betjeman' leads, passing through Chorleywood.

**Both photos: Justin Bailey**





*Leaving Neasden Depot and ascending the ramp into Wembley Park, Sarah Siddons draws a superb arc as it passes over gaps in the current rails (Above). Two S Stock trains pass on the south- and northbound local lines south of Preston Road, with the special coming into view (Below).*

**Both photos: Fraser Hay**



**Above:** Framed perfectly by the cable gantry spanning the entry road to the former goods yard at Chorleywood, No.12 heads north to Amersham.

**Photo: Fraser Hay**



**Above:** (Left) Sarah Siddons coupled to the 4-TC set at Wembley Park.

**Above:** Arriving at Amersham in platform 1 with the 1960-built signal cabin to the right.

**Left:** A reflection of Sarah Siddons in the OPO mirror at the north end of platform 1 at Amersham. Note that the three-aspect starting signal was formerly a four-aspect, with the top aspect now patched over. In years past, signal heads and posts were cleaned and repainted on a regular basis, one of many things of the past that have gone by the board.

**All photos: Mark Saunders**



## CHANGES ON THE DC



**Left:** Monday 9 September 2019 was the first day of passenger service of the new class 710 EMUs between Euston and Watford Junction with 710.263 on the left performing the honours. On the right is four-car 378.232 which, along with two others, will be reformed back to five cars and used to strengthen the NLL/ELL services. So far, only one 710 unit is in service, working two morning and two evening peak services between Watford Junction and Euston. Compare this photo with that published on page 536 of the October issue of Underground News.

**Photo: Christopher George**

## TEMPLE

A new TV drama series on Sky Two, 'Temple', is set in a long series of tunnels accessed by a door from Temple station platform. Deep below the streets of London, descending past Temple Underground, lies a dark secret. An illegal clinic has been set up in an abandoned subterranean network of tunnels. A surgeon is driven by personal tragedy to treat anyone who is willing to pay for medical help outside the system, aided by a disgruntled transport employee a guilt-ridden medical researcher, they treat a variety of increasingly desperate and highly dangerous patients. 'Temple' is a story of fate, chaos and consequence and asks how far you would go to save the person you love. *However, just in case you hadn't guessed, the tunnels are not at Temple!*





**Both photos: Colin Smith on 15 September 2019**

### A HINGED SIGNAL

Over the weekend of 31 August/1 September 2019, engineering work at Uxbridge required the renewal of two sets of points, the removal of another and the resiting of repeater signal RMW4 on the eastbound. The resiting actually saw the original signal replaced with a new one, also with a new innovation – a new hinged signal post design that lowers the signal head down, so that maintenance staff can work on it safely at ground level. The problem with a traditional signal is that maintainers need to use ladders to work on them, increasing the safety risk by having to work at height. A prototype signal was first tested at the Signalling Training Centre.

### SOUTH HARROW



*Over two weekends, the Piccadilly Line's Rayners Lane branch was suspended for crossover replacement at South Harrow. These two views show the work being undertaken on the two occasions. The points into the sidings will be renewed in February 2020.*

**Both photos: LURS Collection**

### MILL HILL EAST



*Work continues apace on the construction of the new lift at Mill Hill East, as seen on 17 September 2019.*

**Photo: Richard Clowser**

### UPMINSTER



**Above:** The two engineering roads recommissioned in Upminster Depot seen on 16 August 2019 with the first two trains to use them (Left) and the opposite end seen on 17 September 2019.

**Photos:** Steve Hookway (Left) and Kev Bullions (Right)



**BRIXTON**

A new artwork commissioned by Art on the Underground has recently been displayed above the stairwell at the entrance to Brixton Underground station (Left) which is by Grenada-born and UK-based artist Denzil Forrester. The work, which is the first UK public commission by Forrester, is titled “Brixton Blue” which is a reinterpretation of his work “Three Wicked Men” (1982) which can be found in the collection at Tate London.

**Photo:** Roger Tuke

**OLYMPIA**



On Display at Olympia 18-21 September 2019 was a trailer car of 1967 Tube Stock, as part of “London Design” which is a collection upholstery velvets by London-based textile design studio ‘Kirkby Design’, which has recreated original moquette designs historically used across the TfL network from the 1930s to the present day. Collaborating with Transport for London, this is a carefully considered curation of seven archive

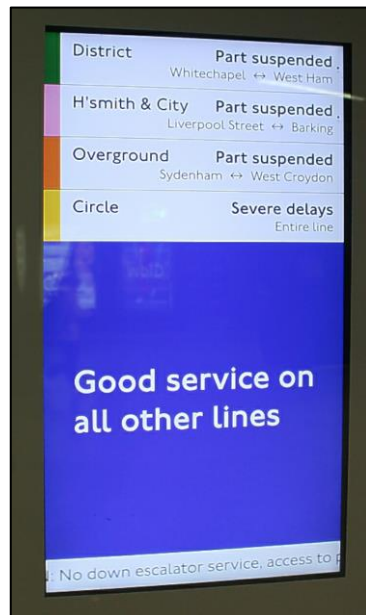


designs from the London Transport Museum's archive. Readapted as luxury upholstery velvets and playing with scale, texture and colour, the contemporary geometric collection, is presented in an entirely modern, trend-driven palette – it taps into the rich design history of TfL and celebrates

an iconic aspect of London's design identity. At the time of writing, the identity of this car is still sought, but it is likely to be one of two cars (4079 or 4179) that were sold to “Village Underground” (near Shoreditch where four 1983 Tube Stock cars reside) a few years back for the very purpose of displays and exhibitions. One clue might be that 4079 had welded body panels rather than rivetted, but close inspection of the car would be needed to confirm (although the car was most likely vinyl-wrapped anyway and was painted on refurbishment some 25-plus years ago). The motor cars from this unit (3079-3179) are in the ill-fated Asset Inspection Train.

**Photos: Christopher George (Top Left), Kim Rennie (Top Right) and John Mees (Above Left)**

## REVISION TO ESUBs



There are around 390 Electronic Service Update Boards (ESUBs) at ticket gates and station entrances on TfL services. At a glance they advise in real time what's working and what's not (at Marylebone, Far Left). TfL has announced a redesign of the format – legibility is clearer, and has increased text size. Local lines are prioritised within a station, and only lines with an 'affected' service are shown. The new design is currently being tested at North Greenwich (Left), and all signs on the Underground network will be updated soon, starting with the Jubilee Line.

**Both photos: Brian Hardy on 30 September 2019**