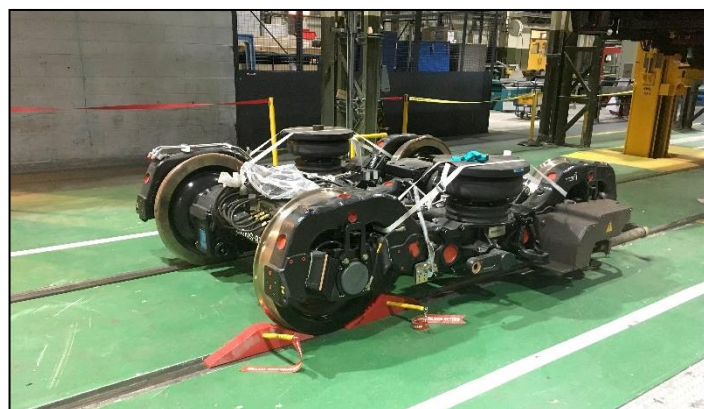


# NEWSFILE

## MISCELLANEA



**Above:** After some nine years since refurbishment by Tube Lines at the end of 2008, new 'heritage' roundels have been installed at Acton Town, seen here on 5 August 2017. They were thought to have been put up either on 2 or 3 August 2017.

**Top:** (Right) Work on the expansion of Victoria LU station continues apace, including the upgrading of the Victoria and District/Circle Line platforms. An example of the new roundels on the new tiling is seen on 5 August 2017 at the west end of the eastbound District Line platform. These have replaced the 'trial' signs in New Johnston of several years ago.

**Above:** (Right) A new S Stock bogie from Bombardier, waiting to be rolled under recently derailed unit 21312/11, seen on 28 July 2017.

**All photos: Colin Smith**

## SPOT THE DIFFERENCE



**Above:** It has been noted that life extension 1972 Tube Stock has had some reinforcement above the doors (Left). However, it is only on the former MkIs and not on the main fleet of MkIIs (Right). These are behind the top tracks, which have rivets protruding behind the top tracks can be seen when standing in the saloon looking up through the doors and on the exteriors. Both photos taken on 3 August 2017.

**Both photos: Brian Hardy**

## **THE D TRAIN**

Vivarail, the designers and manufacturers of the Class 230 DEMU, has announced new investment to develop their ground-breaking battery D-Train. The Accelerating Innovation in Rail grant competition is run by Innovate UK and Vivarail's success recognises the huge strides the company has already made in developing battery technology for the rail industry.

Vivarail is on track to be the first UK manufacturer to build production battery trains. Currently the company forecast battery trains ready for service can be delivered from early 2018. The company has been able to move quickly due to the modular build of the D-Train. Each train needs 750 volts of power which can be supplied in a variety of ways:

- Battery.
- DMU (as per the Class 230 prototype now approved for mainline passenger service).
- EMU.
- Or as a hybrid version of the above.

We are told that battery trains are not new – they were running over 100 years ago! However, the batteries of today offer so much more in terms of reliability, range, safety and environmental benefits. They also provide an alternative to electrification. Vivarail's EMU/battery hybrid train will be able to make use of existing overhead lines or sections of 3rd rail for charging the battery during the journey, or a diesel/battery hybrid could use the engines as range extenders. Vivarail are also working with other market-leading experts to develop charging points where the train can draw power to recharge the batteries whilst stationary. By providing this variety of options Vivarail can make sure each train it provides is able to take advantage of the specific line where it will operate. Tests show that the train is able to run for 80 miles before requiring a recharge. Of course, that would not be done in a real-life scenario but it is easy to see that as a hybrid with range extenders the battery train is already very able to run on many lines across the country. Receiving the grant will mean Vivarail are able to use the expertise they have already built up to continue leading the market in bringing these new trains into service in the very near future. They are currently on track to produce a battery train fully certified and ready for passenger service by the end of this year.

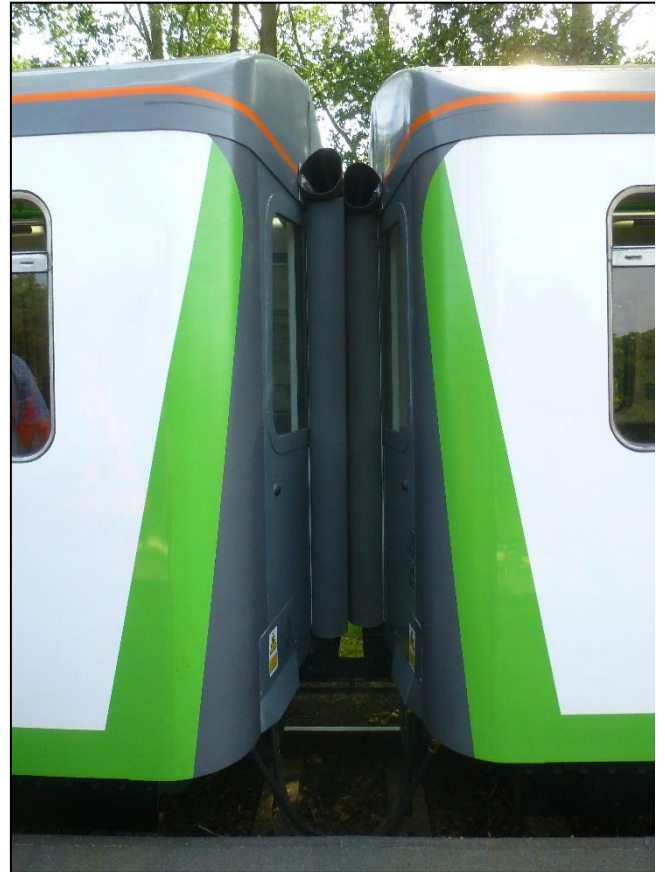
The D-Train ran in passenger service at the Rail Live event on 21/22 June 2017, shuttling from Honeybourne to the Quinton Rail Technology Centre at Long Marston. Track speed on the branch line was limited to 20mph and a temporary platform was provided at both Honeybourne and the QRTC. The middle car of the three-car train has been fitted out as a demonstrator vehicle to show some of the designs that may be seen on local services in the future.

**All photographs in this section by Simon Smiler**



The two contrasting front ends on the first converted three-car D-Train unit 230.001 at Long Marston (*Above*) and approaching Honeybourne (*Below*).





**Top:** Passengers being greeted at Honeybourne and having their travel tickets checked by Vivarail staff. As the temporary platform was fairly short, only one door was opened on the train.

**Above:** At Honeybourne, showing the diesel engine waste gas pipes on one of the Driving Motors, which is on the left.

**Top: (Right)** Taken on the station platform at Long Marston and showing the tubular seals which plug the gaps between the individual cars. These seals make it possible to walk safely through the train whilst it is travelling.

**Above: (Right)** A study of the trailer car side showing the former location of the two centre doors which have now been replaced by windows. The rainstrips have been left in place.

**Right:** The three-car (M-T-M) unit at Long Marston, where the temporary platform is just one car long.

**Overleaf: (Top)** Single DM 7031 that is involved in trials of a battery electric Vivarail D-Train. Although it sometimes gave demonstrations it did not carry passengers. Note that the Underground logo on the side has been replaced by a Vivarail logo, otherwise it is still very much LU stock.



Single DM 7031, which is involved in trials of a battery electric Vivarail D-Train. It sometimes gave demonstrations at the Rail Live event.



Inside the trailer (Above) showing the different styles of seating and seating layouts and the inside of the area (Left) where there was previously a sliding passenger door, now sealed. Just above the table can be seen a USB power module. Trials are also taking place of fitting different styles of tables around some seating areas.



A toilet has also been incorporated in the trailer conversion (*Above and Right*), should these trains be purchased for longer routes. With Vivarail having taken 226 cars of D Stock (156 motors and 70 trailers), the Quinton Rail Technology Centre at Long Marston is awash with them. The photo (*Below*) shows just a few of the cars awaiting new owners and conversion. On the left is class 319 EMU 319.372.

**All D-Train photos: Simon Smiler**



# MET 353 ON THE KENT & EAST SUSSEX



Both photos: George Odlum

## CITY ROAD



**Above:** The former street level buildings at City Road station, which closed in 1922, have been demolished. On the site, a new energy centre is being built, being funded by Islington Council. Known as “Bunhill 2” it will capture waste heat from London Underground tunnels via the vent shaft to help warm local homes and a local Primary School. There are full height hoardings around the site making it impossible to see what is going on but round the back there is a poster explaining all. The framework for the new building is seen and the top of the vent shaft seem poking just above the blue hoarding just to its right on 14 August 2017.

**Photo: Roger Tuke**

**ANGEL**

The former and now disused Angel station building in Torrens Street, also seen on 14 August 2017. It has recently had the tile effect graphics added. These are only vinyl sheets but do tidy up what was hitherto a fairly ugly structure. The graphics read “Do what you love” whereas around the corner, the graphics read “Love what you do”. The old Angel station building closed 25 ago and was replaced by a new one in Upper Street. The inadequate lifts were replaced by six new escalators and narrow island platform was widened for southbound trains and a new



northbound platform provided.

**Photo: Roger Tuke**

## BAKERLOO BRAKE TESTS



Seen on 15 August 2017 is a seven-car train of 1972 Mkl Tube Stock from the Bakerloo Line. This train is Train 13 of the Life Extension programme and after the completion of work at Acton Works went straight onto brake tests, being seen passing through Acton Town (*Left*) with DM 3264 at the rear and on the South Ealing test tracks (*Above*) with DM 3567 nearest. Note that 3567 has an auto coupler rather than a mechanical coupler.

**Both photos: George Odlum**

## PICCADILLY LINE RAT



**Above:** Looking no different on the outside, double-ended units 890 and 868 have been converted to be Rail Adhesion Trains in the leaf-fall season. DM 890 is seen in Northfields Depot (*Left*) while (*Right*) the interior showing the sandite dispensing hoppers, both on 15 August 2017. Both units have made separate and successful test trips to and from Uxbridge.

**Both photos: Martin Keegan**

## EALING COMMON DEPOT – WEST END



At the end of July 2017, roads 1-11 at the west end of Ealing Common Depot were taken out of use for upgrading to accommodate S Stock. This view, on 17 August 2017 (*Left*), shows building work well under way with track fans removed. It will be interesting to see if the original façade of this end of the depot will be retained or whether it will be replaced as with the east end.

**Photo: Dstock7080**



Three photos taken on 18 August 2017 including (*Above*) handworked points No.218 and lever in the depot.

**Photos: Ken Hampson**



**EXPERIMENTAL LIGHTING**



**Above:** 1992 Tube Stock car 91183 has experimental (and brighter) LED lighting down the centre of the ceiling. The light units are flush with the ceiling as opposed to the remainder of the fleet, which are a lot deeper.

**Photo: Richard Clowser**



## EDGWARE ROAD CROSSING

From the start of traffic on Monday 7 August 2017, in connection with the future introduction of the CBTC signalling system, the existing cross-track walkway at the east end of platform 4 across the westbound track at Edgware Road was decommissioned. Edgware Road Siding is thus no longer accessible via this route. Access to the siding is now via a walking route inside the Griffith House building. It is seen here on 3 October 2007 with the 'cross now' sign illuminated. The present signal cabin at Edgware Road was commissioned on 10 October 1926 with the layout we are familiar with available from 1 November 1926. From 2 December 1951, the signalling was upgraded but the 1926 signal frame continued in use. All signals were converted to the LT standard and the area code became 'OP' in place of 'B'. This "cross now" sign (Left) was commissioned on 22 June 1974. Of course, with the introduction of S Stock, the former two sidings have since become one.

**Photo: Brian Hardy**

## D STOCK RAT AT NEASDEN



The D Stock Rail Adhesion Train in Neasden Depot on 20 August 2017 (Above) with DM 7010 nearest and showing an overhead trolley lead plugged in to provide power to the train on an unelectrified road.

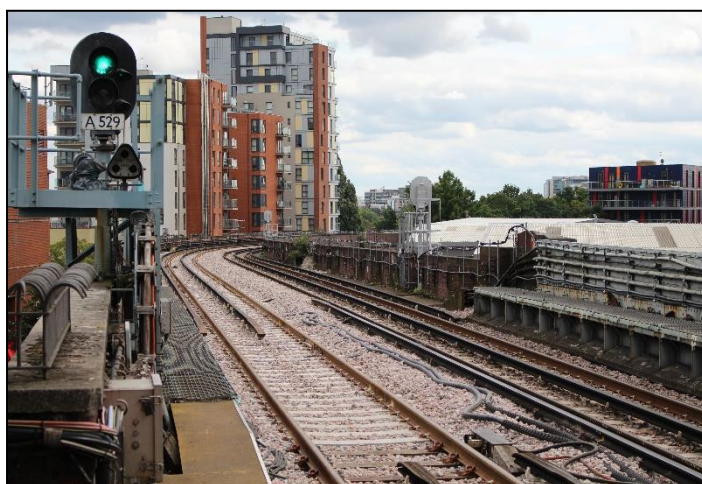
The Sandite trailer is 17010 (*Below*) which also retains its de-icing status. Note the blocked off car windows.

Both photos: Ian Grainger



## TRACK REPLACEMENT AT ALPERTON

**Below:** Over recent weekends (see the section on Planned Engineering Work), track replacement has taken place at Alperton. These two views, taken on 24 August 2017, show the brand-new ballast looking east (*Left*) with the gaps in the current rails evident. The rail gap indicator is just underneath the starting signal and is triangular in shape. When traction current is off in the section ahead, three red lights are illuminated. Looking west (*Right*), to the left of the photo is the brick-built Alperton substation, which opened on 20 January 1933.



## A BRUTAL CULL

**Below:** Following two autumns' worth of disruption to the Piccadilly Line's rolling stock during the leaf fall season (2015 and 2016), as well as providing dedicated Rail Adhesion Trains (RATs) this season, many trackside trees and much vegetation has been removed or drastically cut back, although the big tree on the right in the distance could still be vulnerable! Looking east, a rather bare approach to Sudbury Hill is seen on 24 August 2017 with a train of 1973 Tube Stock approaching.

All photos: Brian Hardy



## MOORGATE BAY



**Above:** The Schweerbau Rail Grinding train stabled in platform 4 at Moorgate on 24 August 2017. It's not often you get a chance to photograph stock with the repro Metropolitan Railway station sign visible.

**Photo: David Rowe**

## BAKERLOO ITEMS



**Above:** Two no-smoking labels on one window of a 1972 Tube Stock. It was the only window in the car with a roundel on *both* panes of glass - usually it is just one on the outer pane. The inner one appears to be an

Overground label, being in orange (do the Overground have these style labels?) and the outer is standard LU red.

**Top:** A northbound train heads off towards Harrow & Wealdstone from Stonebridge Park, with the stock for the night Caledonian Sleeper above.

**Above:** DM 3560 at the rear of a southbound train at Queen's Park, showing that a (presumably graffiti-covered) vinyl panel has been removed and not yet replaced.

**All photos: Paul Bradley, taken on 25 August 2017**