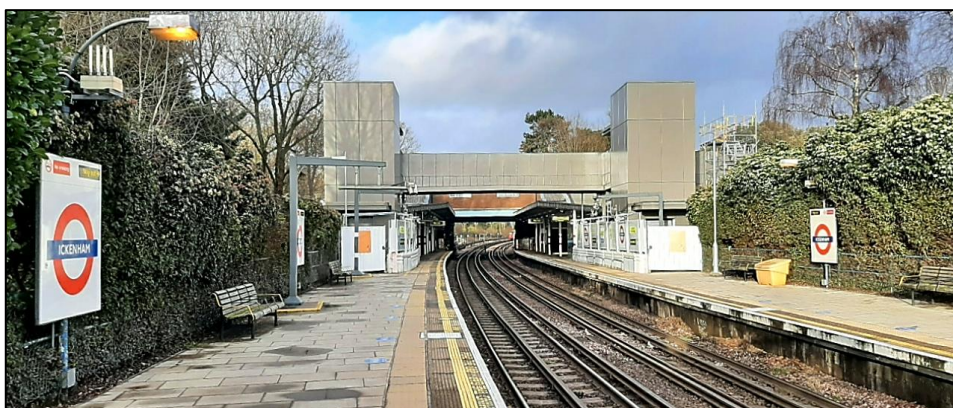


NEWS AND NOTES

ICKENHAM STEP-FREE



Opposite: Three views of the step free access lift work at Ickenham on 2 February 2021. A new gantry has been built paralleling the east end of the westbound platform (seen from the car park) that will link the upper lift landings (the eastbound via the bridge across the tracks) to the ticket hall (Right, Upper) which will come out at the top of the westbound stairs (Left). Platform view looking east (Right, Lower), with hoardings still in place but looking a lot tidier than hitherto.

All photos: Brian Ammann

AMERSHAM STEP-FREE



No.1 lift on northbound platforms 1 and 2 (Top, Left), No.2 lift on southbound platform 3 (Top, Right). The footbridge across the tracks affords a good view looking north with the two sidings beyond the train in platform 2 (Above, Left) and the steps leading down to platform 3 (Right).

All photos: Antony Badsey-Ellis

As previously reported in the March issue, the MIP lifts at Amersham went into service on Tuesday 2 February 2021 making it the Underground's 81st step-free station

TfL now reports that there are now more than 200 step-free stations across the TfL network. These include: 81 Underground stations, 60 Overground stations, 25 TfL Rail stations and all DLR stations and Tram stops. Other LU step-free schemes outstanding to be completed are at Osterley, Sudbury Hill, Wimbledon Park, Harrow-on-the-Hill and Ickenham. Future LU step-free access projects include

Knightsbridge (2021-22) and, when they open, Nine Elms and Battersea Power Station on the Northern Line Extension.

ENGINEERING OPERATIONS



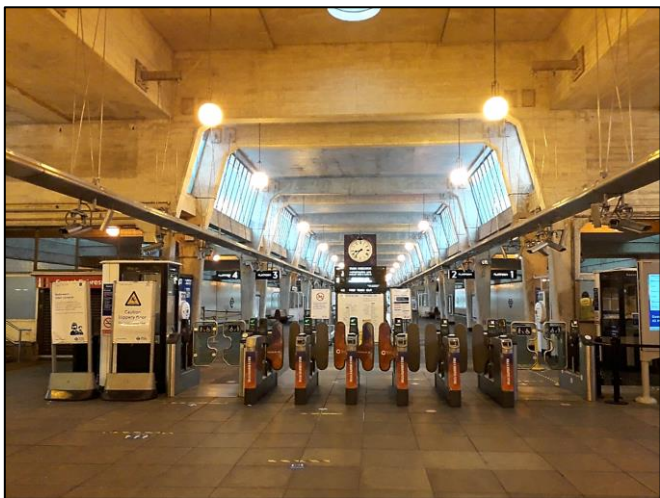
Metro-Cammell 1969-built battery loco L17 passes through Covent Garden. Note the nice touch of a solid station name bullseye – but were they really affixed to the tiles that low down and in that position?

Both photos: Jude Heath



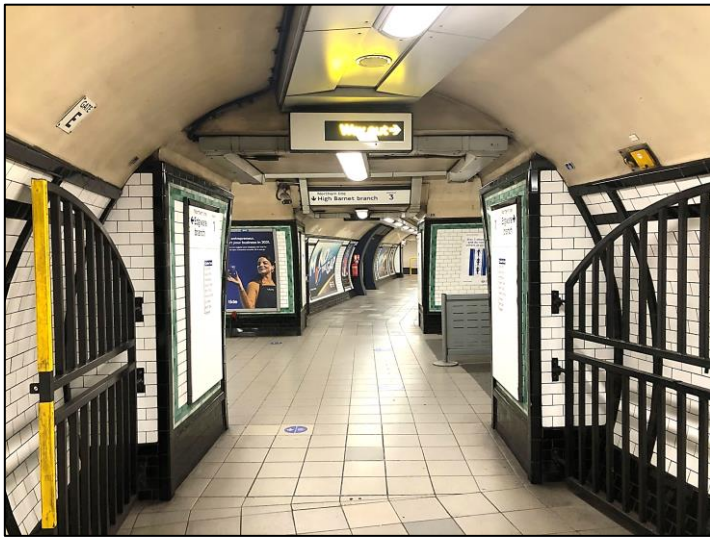
Apart from the four-car unit of 1967 Tube Stock at far left, London Road Depot is normally empty of trains during the daytime. On 8 February 2021, one train of 1972 Tube Stock is stabled, while an engineer's train is unloading/reloading for work after traffic.

THE DESERTED UNDERGROUND



Passenger numbers remain low, apart from some busy pockets in the peaks, such as they are. White City eastbound looking west (Above) mid-evening on 15 January 2021. South Kensington eastbound Piccadilly Line (Above, Left) mid-morning on 10 December 2020. Both platforms will be closed from 27 February 2021 while its five escalators are replaced. Uxbridge in the morning rush hour (Left) on 8 February 2021.

Photos: Richard Clowser (Above) and Brian Hardy (Both, Left)

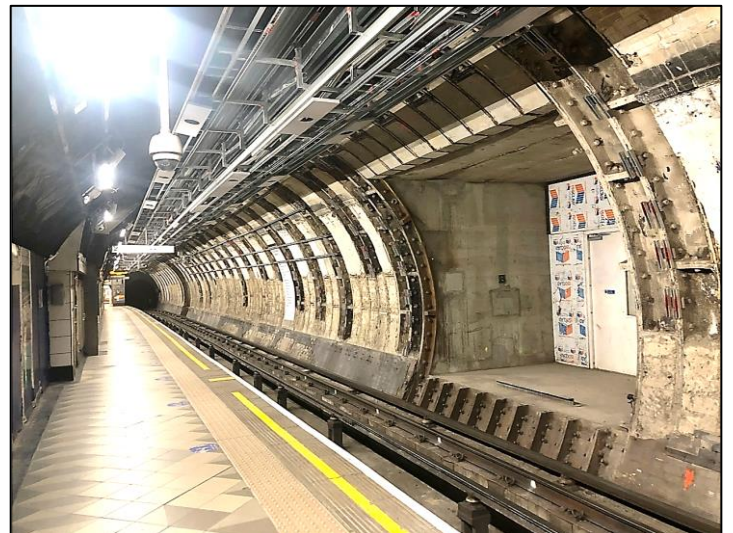


Top: (Left and Right) and Above: (Left) Three views at Camden Town at 21.00 on Saturday 5 February 2021.

Above: (Right) Interchange at Mile End at 21.30 on Sunday 6 February 2021, taken from an eastbound Central Line train with an S7 at the adjacent platform. With the reduced number of passengers going on for a year now, we are left wondering if traffic levels will ever recover.

Below: Bank southbound Northern Line, looking north (Left) and south (Right) on Saturday evening 5 February 2021, completely devoid of passengers. Both photos show one of the access points that will lead to the new southbound platform when opened in 2022. The present southbound platform seen here will form a much wider northbound platform. Similar treatment was previously carried out at Euston (City) in 1968 and Angel in 1992.

All photos: Keith Ward



FACE COVERINGS



Above: Some London Overground trains have been fitted with vinyls on the orange doors about wearing a face covering, this being seen at Bushey on a class 710 EMU.

Photo: Christopher George

Right: Another variation to the face covering vinyls is seen on the glass doors of a class 378 EMU at Richmond on 17 February 2021 with love heart stickers – presumably Valentine's Day related?

Photo: George Odlum

