

## NEWS AND NOTES



### ACTON TOWN

Track replacement taking place at Acton Town, seen in the fog on Saturday morning 15 January 2022. Nearest the camera is 1973-74 Doncaster-built battery loco L49 with a number of road/rail vehicles on the westbound track leading towards Ealing Common. It is just possible to glimpse an S7 in Ealing Common Depot outlet ramp headshunt. Note the missing current rails on the westbound fast track.

*Photo: Colin Smith*

### NORTHERN LINE



### AT THE MIDLAND RAILWAY CENTRE



**Above:** (Left) Class 20 diesel 20.142 in Metropolitan Railway livery on the Northern Line – not “our” Northern Line but Merseyrail’s Northern Line, which operates from Hunts Cross to Southport, Ormskirk and Kirby at present, using class 507 and 508 EMUs. They are due for imminent replacement with new class 777 EMUs now being delivered and operating crew training runs and mileage accumulation trips. The loco is seen, with class 20 loco 20.007 behind, shunting in Kirkdale depot on 21 December 2021 prior to taking an EMU from Kirkdale to Crewe.

*Photo: Mike McFall*

**Above:** (Right) The same pair of locos seen at Swanwick at the Midland Railway Centre on 30 January 2022.

*Photo: Ian Goldsworthy*

### RUISLIP DEPOT





## NEASDEN DEPOT



**Above:** Two views of stage II work on the remodelling of the sidings in Ruislip Depot. For diagram of the area, see previous issue, page 158.

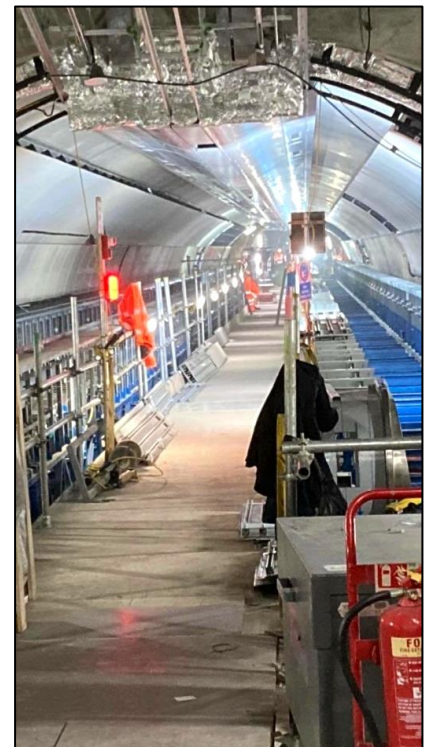
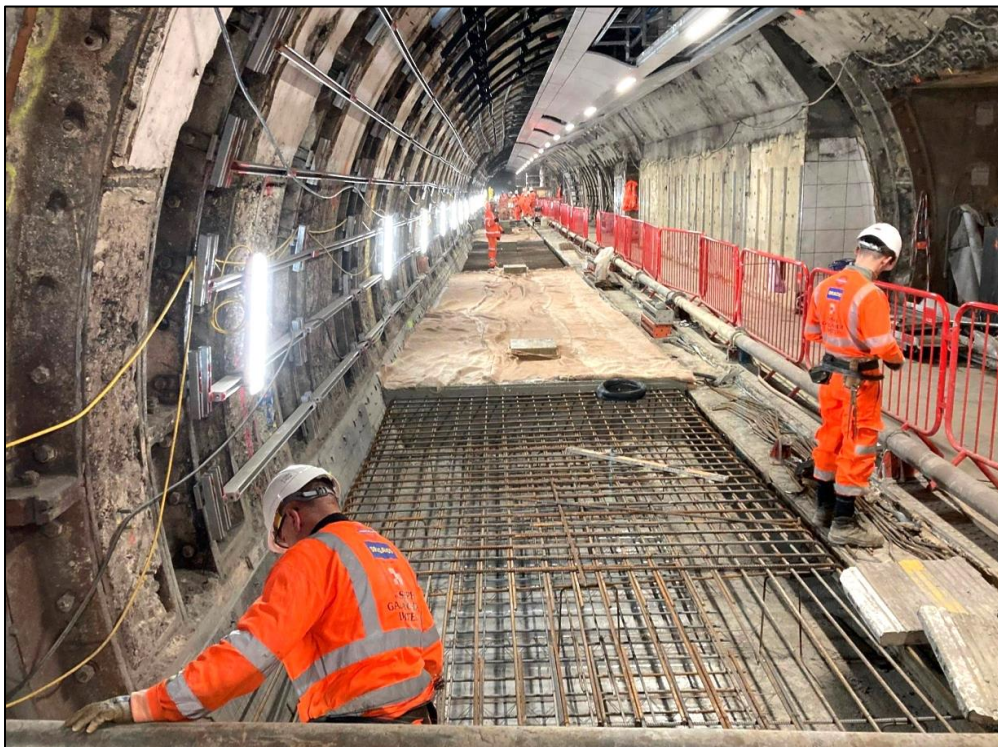
**Left:** After many years of rebuilding and upgrading work, there is still work on-going at Neasden Depot. Over the weekend of 23/24 January 2022, new train arrestors were installed in Neasden Depot on roads 27 and 29.

## BANK – BSCU

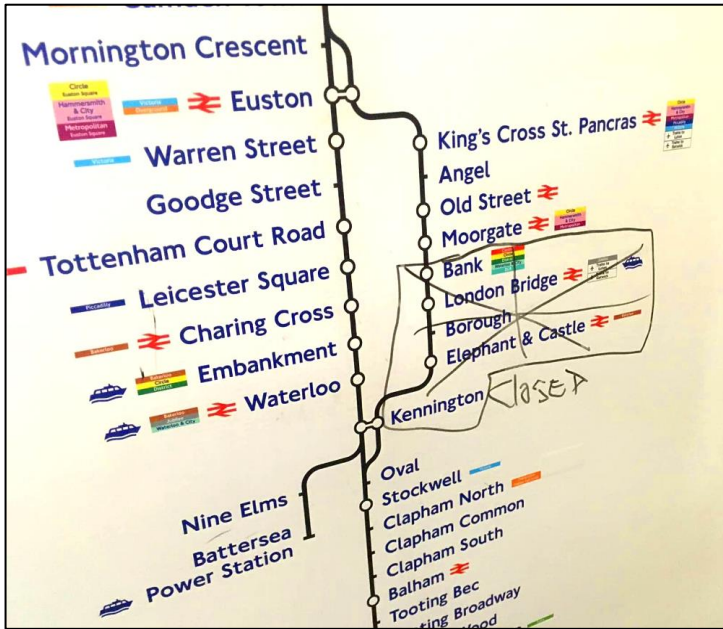
After the closure of the Northern Line south of Moorgate at the close of traffic on Friday 15 January 2022, for the Bank Station Capacity Upgrade (BSCU), work commenced on filling in the former southbound platform (*Below, Left*) to make one wide platform area. Work is also seen

taking place (*Below, Right*) on completing the new moving walkways.

**All photos: Transport for London**







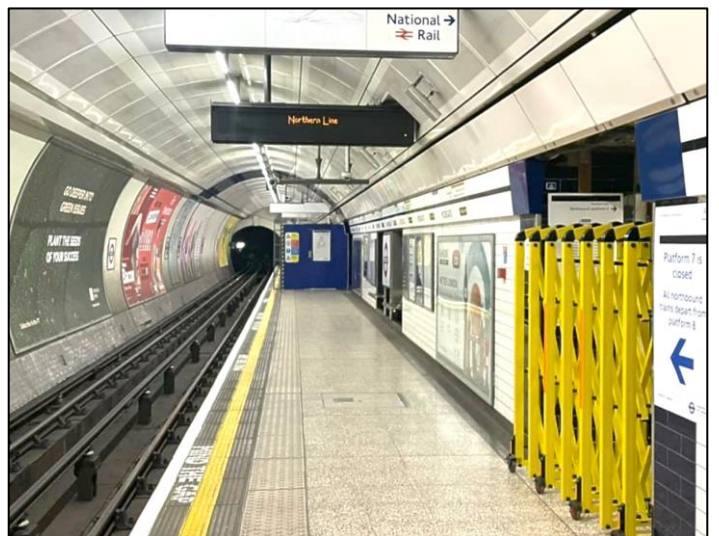
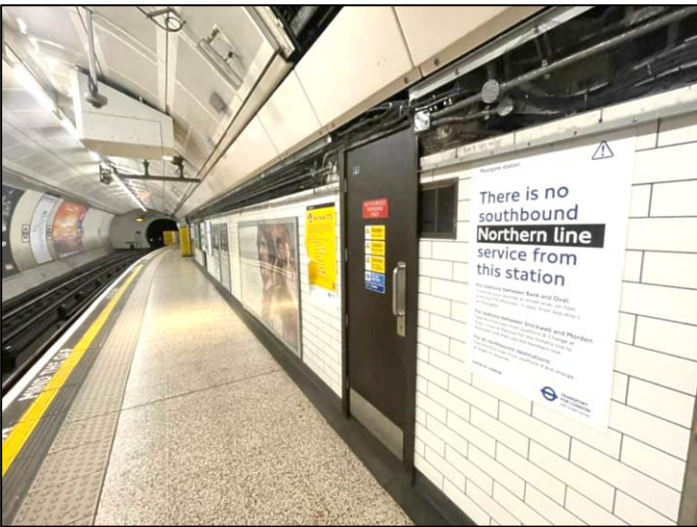
**Above:** The blocked off access to the Northern Line at Bank after closure, seen on 24 January 2022.

**Above:** Apart from the various posters produced in connection with the Bank Station Capacity Upgrade, some of which were of dubious accuracy (see previous issue, pages 185-186), other home-made and 'doctored' signs have made an appearance, such as this.

**Photos:** LURS Collection (Above, Left) and Keith Ward, all other photos

## MOORGATE

With all City branch trains on the Northern Line terminating and reversing south to north at Moorgate, we see the southbound platform used for reversing (Below, Left), the northbound platform showing the beginning of the possession (Below, Right), the train crew step-back 'office' on the northbound platform (Bottom, Left), which is accessed via a key-operated door (Bottom, Right), all on 6 February 2022.





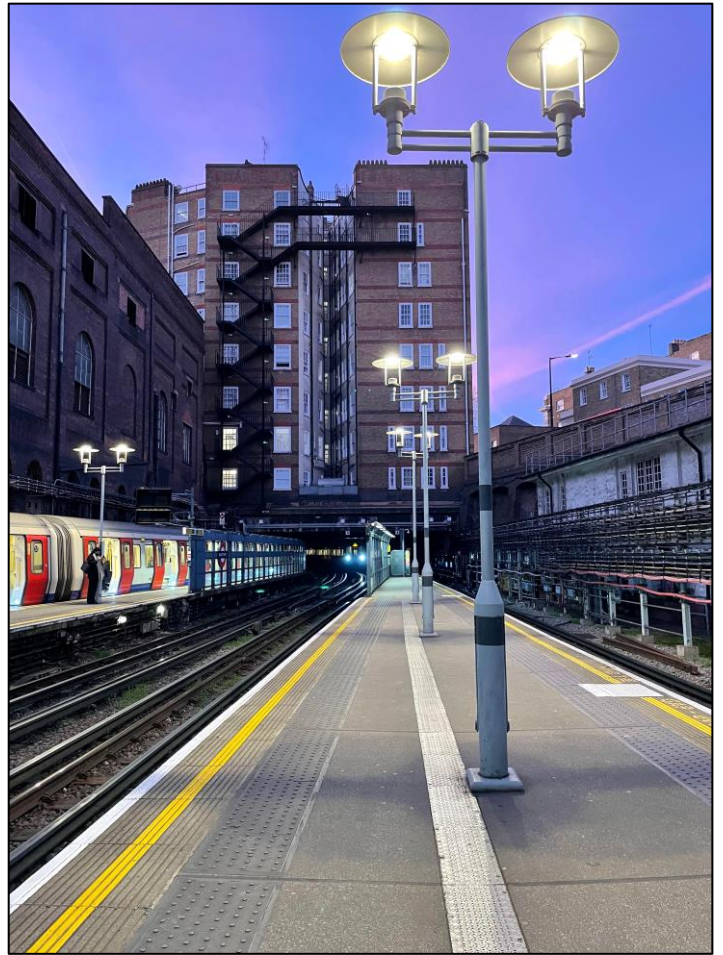
## COOLING THE TUBE



Trials are taking place on disused platform 5 at Holborn with a cooling panel, which will be fixed on to the existing tunnel steel lining after the removal of the existing render and concrete fill to expose the joint bolts of the tunnel linings. They will be utilised to support new segment connections which will support the new cooling panels.

**Photo: Transport for London**

## BAKER STREET



The replacement lighting at the north end of platforms 1/2 and 3/4 at Baker Street look very much “at home”, as seen looking north on 1 February 2022. The remaining original was removed just prior to Metronet intending to refurbish the station, which never happened. An S8 is seen in platform 1 to the left.

**Photo: Sinclair Spencer**

## CHANGES AT THE TOP

Further to the item in the previous issue (“From the Papers” 19.01.22 on page 199), further details have been published. The structure of Andy Byford's Executive Team will be simplified, reducing from 11 to seven. The new team, which will represent reduced costs at the executive level, will lead a single unified organisation with a centrally set strategic framework, which further embeds TfL's vision and values. Gareth Powell, currently Managing Director of Surface Transport, will become the Chief Customer and Strategy Officer for the whole of TfL. He will also serve as the nominated Deputy Commissioner. Stuart Harvey, currently Director of Major Projects, will become TfL's Chief Capital Officer. Tricia Wright remains TfL's Chief People Officer, Lilli Matson remains TfL's Chief Safety, Health and Environment Officer, and Howard Carter remains TfL's General Counsel. Mark Wild will continue to report to Andy Byford as Chief Executive Officer of Crossrail. Matt Brown will work alongside the Executive Team as The Commissioner's advisor and Director of Communications & Corporate Affairs.

TfL has also announced that Simon Kilonback, TfL's Chief Finance Officer, will be leaving TfL in April and will be succeeded by Rachel McLean. She is currently the CFO for Crossrail and Finance Director for London Underground and Engineering, having re-joined TfL in January 2020 from the Ministry of Housing, Communities, and Local Government where she was a Board member.

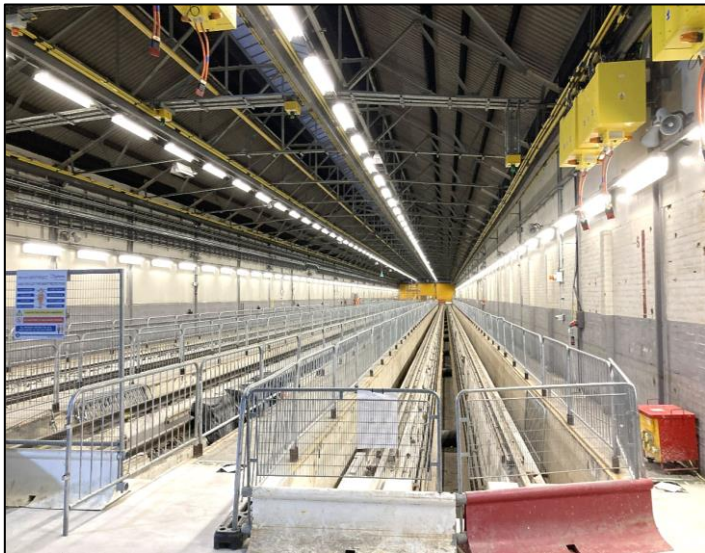
Andy Lord, currently Managing Director of London Underground, will become TfL's new Chief Operating Officer, bringing all of TfL's operations together in one place for the first time, which will include Bus Operations, Compliance, Policing, Operations and Security (CPOS), Network Management, Rail and Sponsored Services (RSS) and London Underground sit together in one new Operations organisation.



The new structure is seen as a chance for everyone to learn something new and share different approaches and how other departments work. Staff are being encouraged to start getting to know colleagues and parts of the organisation that are new to them by talking to colleagues running their nearby Underground, tram, rail and bus stations and depots, where the “one team” approach is seen as making a real difference.

*Doesn't this seem like “London Transport”? What goes around comes around?*

## NEASDEN DEPOT



In Neasden Depot, the LED lighting upgrade was completed in the old exam sheds 27-29 roads by early February 2022. Over 500 new LED light fittings were installed throughout the shed. The project is part of an upgrade to all LU depots to comply with new legislation, by removing obsolete existing lighting, which also falls into government guidelines for energy saving and consumption.

**Photo: Transport for London**

## BRAKE TESTING



Northern Line 1995 Tube Stock standing on ‘A’ Road in Ealing Common Depot after brake testing (without weights) previously on the South Ealing test track. Having been stabled in the Alps sidings in Ealing Common Depot, the train was reversing there before proceeding to Ealing Broadway and back to Golders Green via the Piccadilly Line to King’s Cross.

**Photo: Paul West**



## 2009 TUBE STOCK ON LIFT

The Victoria Line’s 2009 Tube Stock doesn’t feature in the magazine as frequently as stocks on other lines. Unit 11074-11073 is seen in the depot at Northumberland Park on 31 January 2022, the whole eight-car train being lifted. Out of the 47 trains of 2009 Tube Stock, 41 are required for peak service, excluding the staff train. Some other depots are now able to lift a complete train for maintenance when it is required.

**Photo: Paul West**

## EUSTON – AGAIN

## BAKERLOO COMPUTERS TO A MUSEUM !





No sooner than a photo of this entrance to Euston Underground station was published in the March issue, page 157, on 9 February 2022 it was noticed that a 'proper Underground roundel' had replaced the rectangular and temporary-looking one.

**Photo: Brian Hardy**

The 'Centre' computers for each system (Metropolitan/Jubilee and Bakerloo respectively) were a pair of GEC Industrial computers working in hot-standby mode, and could instantaneously and (almost) seamlessly transfer control from one to the other. At the time of installation, they were at the cutting edge of technology, with other users including the Ministry of Defence, London Fire Brigade, and British Steel. Site computers were supplied by Hewlett-Packard and were alleged to be the same model as those used in US Missile guidance systems! As part of the Bakerloo Line Control and Information Life



Extension project, the two 'Centre' computers for the Bakerloo Line have recently been retired after 31 years of service. Due to the increasing age of the computers and the people who look after them, it has become increasingly difficult to find both replacement parts and the necessary skills to keep them operating.

The two Bakerloo Line computers have been donated to the Centre for Computing History, based in Cambridge (*Left*), where it is hoped that they can take their place in telling the story of UK Industrial Computing. Their Metropolitan and Jubilee Line counterparts, commissioned in 1986 (and which were nicknamed 'Mummy Bear' and 'Daddy Bear'), will

remain in service for a few more months until Thales commission CBTC in the Neasden and Wembley Park areas, as part of the Four Lines Modernisation project. Their decommissioning will mark the end of a 48-year period of development of computer control systems on the Underground.

**Photo: Transport for London. Text: Thomas Crame**

## **PASSENGER NUMBERS INCREASING**

TfL reported on 10 February 2022 that since working from home restrictions were lifted on 19 January 2022, the number of people using the Underground during Mondays to Fridays has increased by at least 25 per cent. Ridership is now regularly around 60 per cent of pre-pandemic levels during the week – up from around 45 per cent in early January.

At weekends, passenger numbers on the Underground is now at around 75 per cent of pre-pandemic levels with key tourist stations above 80 per cent on Saturday. The Night Tube is continuing to see increased ridership, with levels on the Victoria and Central lines now at around 45 per cent of those seen on those lines prior to the pandemic.

## **PADDINGTON**





**Above:** (Left) As of Monday 7 February 2022, the Crossrail areas at Paddington LU were made more accessible. This is the view from the middle of the southbound Bakerloo platform looking towards the top of the escalators that lead to the Elizabeth Line link tunnel.

**Above:** (Centre) This is MIP lift No.1, from the lower circulating area between the Bakerloo Line platforms and leads to the Elizabeth Line link corridor. Note that the Elizabeth Line signage over the portal is blanked over until the line opens.

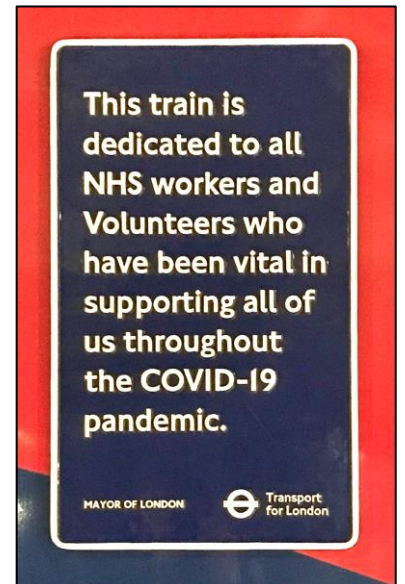
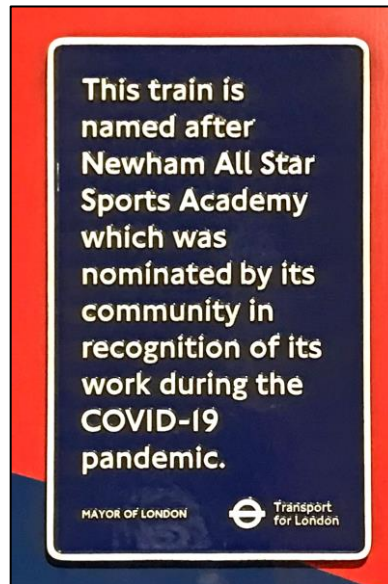
**Above:** (Right) This is the northbound Bakerloo Line platform looking south towards the tailwall. The hoarding is to do with the future step-free access lifts from street level which are being constructed as part of the Paddington Square development.

**All photos: Mark Teale on 11 February 2022**

As this edition closed for press, there was no firm date for the opening of the first stage (Paddington – Abbey Wood), other than in the first half of the year, with Bond Street station to open later.

## DOCKLANDS

**Right:** (Centre and Far Right) These two plaques may be seen attached to B.92 vehicle 56 and the sentiments speak for themselves.



**Above:** Further to NF 22/22 in the previous issue, the power problem on the DLR is confirmed to be with the one operational transformer in Royal Mint Street substation from Sunday 23 January 2022 (the other has already been out of service since March 2021 and is not expected to be replaced until March 2022). Trains from Woolwich Arsenal destined for Bank were diverted to either Stratford International or Mudchute bay platform with B.07 vehicle 131 nearest the stops at the latter. As an interim measure, until a replacement transformer could be obtained, the third (standby) transformer at Poplar was taken to Royal Mint Street to enable normal services to resume from Saturday 5 February 2022.

**All photos: Kim Rennie**

**LAMBETH NORTH**

**S STOCK BOGIES**





First noticed while on a test run at Chalfont & Latimer on 27 January 2022 was an S8 train (21006-21005). The bogie frames were painted satin black (as opposed to in-service light rust brown), and the various nuts and bolt heads had been picked out in bright reds, blues, yellows, etc. It was then seen in service (Above) on 12 February at Harrow-on-the-Hill. Looking at the bogies more critically, have the wheel centres just been painted silver, or is there a metal disc there. It is assumed that this train is a recent Neasden Depot overhaul.

**Photo: Keith Wallace**

**Left:** This sign on the southbound platform at Lambeth North clearly suggests there has been an issue with the backing up of Bakerloo Line trains waiting to get in/out of Elephant & Castle.

**Photo: Chris Wakeman**

## TILES RECREATED



This display may be seen at the Jackfield Tile Museum at Ironbridge Gorge in Shropshire. The original tiles on the Leslie Green stations were manufactured by four different companies. The records show that H&R Johnson, who did this display, only did Kennington Road, which is now Lambeth North.

**Photo: LURS Collection**

## CAHOOTS



"Cahoots" in Kingly Street is east of, and parallel to, Regent Street. They have an interesting mix of features from Leslie Green stations on the exterior. Inside, it is a 1940's themed bar and has three 'spaces' – the Underground, Ticket Hall and Control Room.

**Photo: Antony Badsey-Ellis**

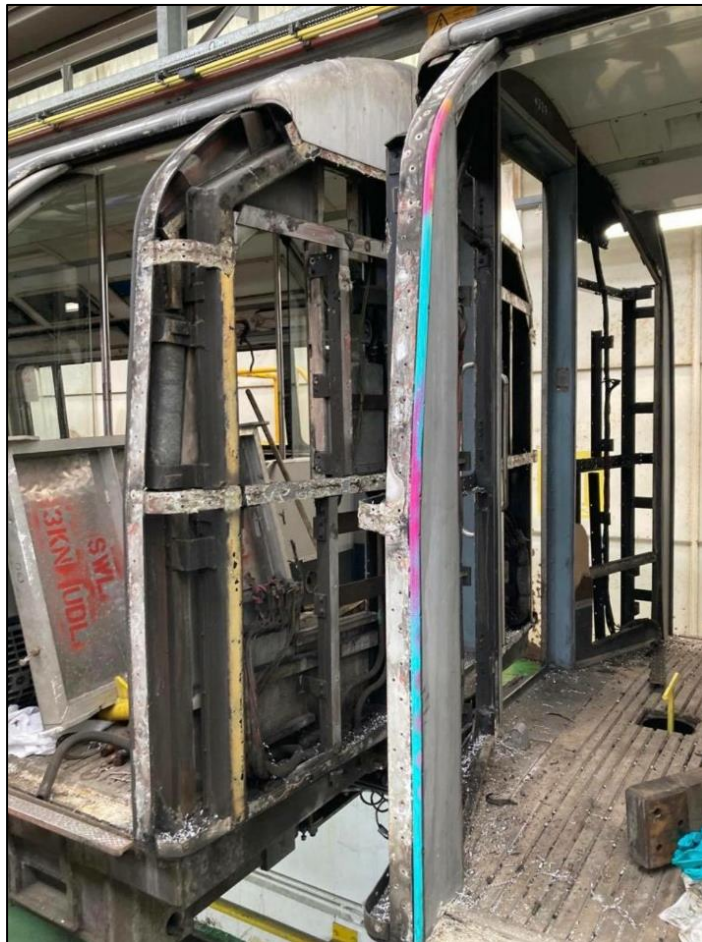
## D STOCK FOR WEST EALING – GREENFORD



It is reported that trials will take place later in the year of a Vivarail D Train on the West Ealing – Greenford branch, which is operated by GWR. It is currently served by a 2-car class 165 DMU and with the line unlikely to be electrified in the near future, to reduce pollution, GWR is looking to test battery trains instead. The train is expected to be three-car unit 230.001, which was the one sent to Glasgow for the COP26 event last year.

### **ALDWYCH TRAIN DEMISE**

What was the last operational unit of 1972 Mkl Tube Stock in near original form is being dismantled in Ruislip Depot, providing spares for the Bakerloo Line's fleet, being seen on 17 February 2022.



*Photos: David Zehetmayr (Left) and Transport for London (other photos)*

### **CHANGES AT LIVERPOOL STREET**



Liverpool Street (Old Broad Street) Arcade on 16 February 2022, which appears to be completely vacated apart from a TfL security office. Is the area soon to be redeveloped?

*Photos: Nicholas Mitchell*