

NEWS AND NOTES

OPPOSITE HIGH STREET KENSINGTON



Knowles Construction is undertaking a building site renovation in Kensington High Street area, the view (Above) being opposite High Street Kensington Underground station. The train, tunnel, building, bricks, windows, in fact the whole lot, are a big sticker hiding the building site.

Both photos: Trevor Wright

CLASS 20 DIESELS AWAY FROM THE UNDERGROUND

Below: London Transport liveried class 20 loco 20.227 at Highley (Left) on the Severn Valley Railway on 14 May 2021 on the occasion of the Severn Valley Railway Diesel Gala. On 17 May 2021, LT livery 20.227 (Sherlock Holmes – leading) and BR blue 20.205 are seen (Right) approaching Birmingham New Street.

Photos: Andy Harkness (Left) and Chris Wakeman (Right)



UNUSUAL VISITOR TO HAMMERSMITH



ACTON WORKS PROGRESS



An unusual visitor to Hammersmith Sidings for a week was this tamping machine, seen stabled on No.12 road next to S7 DM 21556 ON 3 June 2021.

Photo: Mark Cole



A major milestone was reached on 30 May 2021 at Acton Works where all ballasted track on roads 20, 21, 22, 23, 27 and 28 were handed over fit for the passage of trains.

Photo: Transport for London

HIGH BARNET WILDERNESS



Left: The end of the line at High Barnet in platform 3 just beyond the stopping mark to the end of the line, seen on 4 June 2021. Admittedly, trains don't run over this section ...

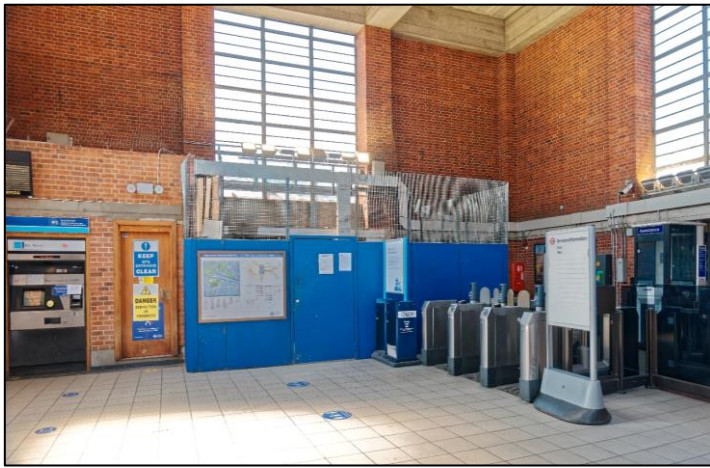
Photo: Brian Kemp

Opposite: (Lower) Work began on 19 April 2021 on the repair of the concrete canopies at East Finchley station, which was expected to continue through to the end of June 2021. Scaffolding was erected to enable access to the canopies to enable the breaking out and repairing of the defective areas of concrete. Most of the actual work was scheduled to be done during daytime hours.

All photos: Nigel Gibson



STEP-FREE PROGRESS



The installation of the step-free access lifts at Sudbury Hill station are making good progress with completion expected in early-2022. The former ticket office has been demolished (Above, Left) to provide a route to the eastbound platform lift door, while the westbound platform lift will be accessed by a door to the lift across the existing footbridge. The westbound platform lift tower (Above) looks near-complete clad with a good matching brickwork, while the eastbound lift tower (Left) still has scaffolding around it. The staff office has been moved, apparently to the former Ladies' toilet location. The eastbound lift platform exit faces the track at the end of the platform, obviously with a safety barrier, while the westbound lift exit faces the platform end. As usual, both lifts have entry and exit doors on opposite sides, making them suitable for wheelchairs and push-chairs.

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All photos: Nigel Pendse on 1 June 2021



On 1 June 2021, work on the lifts at Ickenham appeared to be almost complete but with the paper notice beside the doors (Left) reading "New lifts coming soon". The lift towers have been clad in grey, which has attracted some negative comments, unlike Sudbury Hill, where the lift cladding

matches the brickwork of the original station building. The lifts went into service on 22 June 2021.

Both photos: Brian Hardy

EALING BROADWAY



On 27 May 2021, a new entrance was opened at Ealing Broadway station in a major upgrade prior to the completion of Crossrail. This includes a large new ticket hall with more space for passengers. A glass frontage makes the entrance brighter with a longer gateline replacing the cramped entrance previously used to enter and leave the station. New lifts enable step-free journeys on TfL Rail, London Underground (District and Central lines) and Great Western Railway. Work continues around the station entrance and is expected to be complete in 2022.

Top: (Left) Signage pointing to the new entrance. The canopy over the new entrance can be seen at the top.

Top: (Right) The former cramped entrance to the station, now closed.

Centre: (Left) The glass-fronted new entrance with TfL Rail, Underground and National Rail logos above the entrance.

Centre: (Right) The spacious new ticket hall with ticket gates to the right.

Bottom: A pair of lifts from the ticket hall (Left) lead down to the Up relief main line platform (Right) also giving access to the Central and District lines.

All photos: Brian Hardy on 1 June 2021



Above: (Left) These standing areas for staff only have appeared at a number of Underground stations but, as seen here, do not seem to be adhered to ...

Above: (Right) This notice was recently observed at Regent's Park station on the Bakerloo Line, although it may have been there for some time. It is assumed that it is in response to previous incidents (thankfully very rare) where items have been blown onto the track, including one involving a child's buggy.

Both photos: Sinclair Spencer



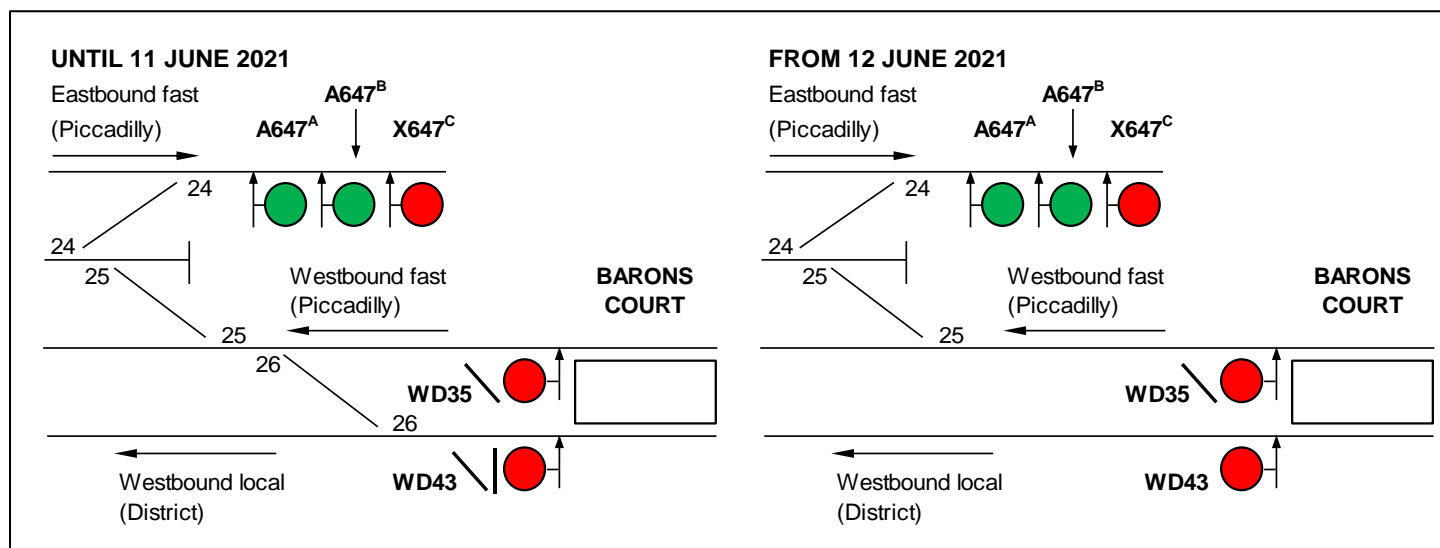
The Queen Elizabeth Olympic Park is hosting the London Blossom Garden – a living memorial to commemorate the city's shared experience of the Coronavirus pandemic. The garden offers a place of reflection for Londoners to remember those who have lost their lives, and pays tribute to London's key workers who risked their own lives to help others and keep the city moving. More details at –

<https://www.queenelizabetholympicpark.co.uk/the-park/things-to-do/blossom-garden>

Left: This roundel at Stratford station may be seen in the Westfield ticket hall area.

Photo: Capital Transport

BARONS COURT



Previous Page: (Lower) The diagram opposite shows the layout change just west of Barons Court, with the removal of the crossover from the westbound District Line to the westbound Piccadilly Line. This means that District Line trains (and also engineering trains) will no longer be able to be diverted via the Piccadilly Line during disruption or worked into the centre loop siding east of Hammersmith. Of course, Lillie Bridge Depot is no longer host to engineering trains.

PADDINGTON (BAKERLOO)



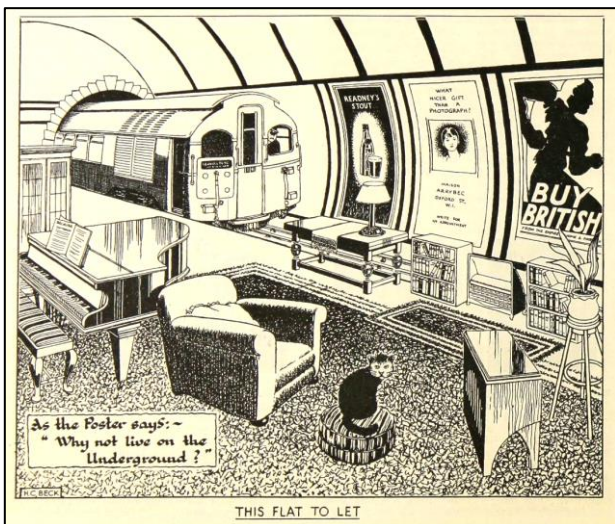
Above: On the southbound Bakerloo platform looking north, through the doors on the left is a short flight of escalators down to the link corridor to the Paddington Crossrail station. The currently blank sign above will say Elizabeth Line.



Above: The former 1913 Bakerloo Line entrance in Praed Street at Paddington has now been demolished and this is the area as seen on 10 June 2021 (see also Underground News for November 2020, page 668).

Below: In the Bakerloo Line booking hall, the former exit into Praed Street (Left) is now hoarded off as part of the Paddington Basin redevelopment with access to street level. The upper level is roughly midway along the approach road (Right) to the main line station.

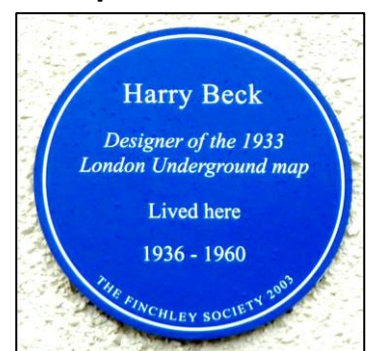
All photos: Brian Hardy on 10 June 2021



FROM THE TfL ARCHIVES

Harry Beck, designer of the iconic London Underground map, also did drawings as this example (Left) shows.

Illustration: Courtesy Transport for London



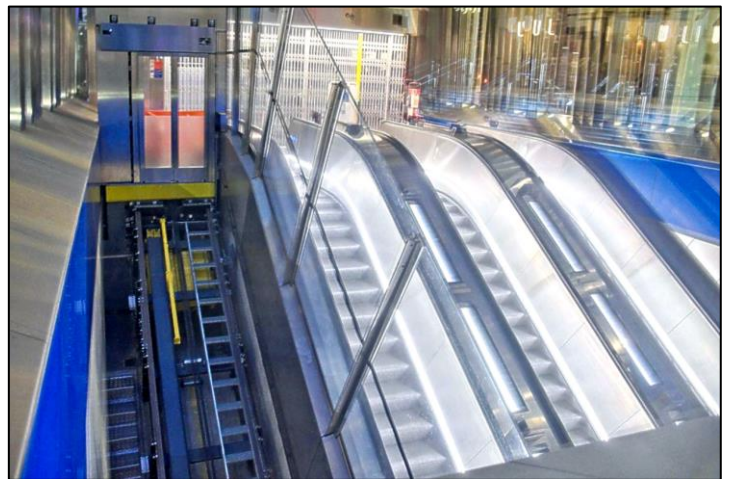
NORTH ACTON



Above: North Acton on 6 June 2021 with a westbound train of 1992 Tube Stock awaiting departure. Note on the left the lifting of the main line track from the junction of Old Oak Common.

Photo: Rod Vastila

LIVERPOOL STREET CROSSRAIL



Above: Two views of the future inclined lift at Liverpool Street. This inclined lift can be seen at Crossrail's eastern entrance, which is located next to Broadgate, just a short distance from the main line terminus. This location was once a busy city thoroughfare but it has now been converted into a pedestrian zone or a large piazza, similar to other parts of the city, although it has the feel of a large London square. This was once the entrance to the Broad Street main line station terminus, which reflects the immense changes over the last 30 years! This lift will transport passengers from street level to the ticket hall and, eventually down to the Crossrail platforms. There are to be three inclined lifts at Liverpool Street, the other two being from the main line to mid-level and from there to the Crossrail platforms. Farringdon/Barbican will have two, from Barbican westbound platform west end to mid-level and from there to the Crossrail platforms.

Both photos: Crossrail Ltd.

4-TC FROM WEST RUISLIP



On Wednesday 16 June 2021, LU's Heritage 4-TC unit was transferred from Ruislip Depot to Eastleigh, prior to it being used on the Mid-Hants Railway's Diesel Gale on 25-27 June 2021. Class 73 electro-diesel 73.201 "Broadlands" is seen on the link road at West Ruislip prior to collecting the coaches. It departed late because of a points failure on the main line.

Photo: Keith Ward

SALE OF LILLIE BRIDGE DEPOT

A paper recommending the sale of Lillie Bridge Depot and adjoining Ashfield House (towards West Kensington station) to the Earl's Court joint venture developer, which includes TfL, was tabled at the Finance Committee meeting on 23 June 2021.

TfL costs of vacating the site will be financed by the developer as part of the settlement, with works starting in 2024. It is claimed that this will bring ongoing operational benefit for District Line services of about £0.5m per annum, from increased train crew utilisation and reduced empty train mileage. Train stabling for 12 District Line trains will be required, split evenly between two sites which have been identified from a list of 25 potential locations. Neither has much space available.

- New stabling on land at Chiswick Park, shown by a spot on a diagram, is also listed as stretching between there and Turnham Green, apparently upon the lifted eastbound Richmond branch route which allowed climbing coal trains between the two westbound electrified District Line branches. This area was part of a scheme to route Crossrail to the Richmond branch and on to Kingston in 2003.
- Expansion of existing stabling north of Parsons Green on both sides of the line. This area was considered for the Chelsea-Hackney line to surface and take over the Wimbledon branch back in 1970.

In addition, berthing for an engineer's train/vehicles, and road-to-rail vehicle access will be sited to the Kensington Olympia end of the Lillie Bridge connection. Relocation of business activities from Lillie Bridge are focused upon Acton Works and Ruislip Depot.

Although District Line trains have only stabled at the site since 2014, it was the original steam depot for the line from opening in 1871 until electrification in 1905, and then became the Piccadilly Line depot until expansion of that line in 1932. Engineers' trains have worked from the depot throughout this period, so it will have provided over 150 years of service to LU and its predecessors.

UPMINSTER REFURBISHED LIFTING SHOP

The lifting shop at Upminster Depot has recently been refurbished and these three views were taken on 15 June 2021.

All photos: Trevor Wright



These two photos (Above, Left and Above) shows new tracks laid and a train out on the east side, which was very rare in D Stock days. An S7 in the refurbished shed (Left). Prior to recommissioning the rail grinder was stored in the shed.

FINAL MOVES FOR THE AIT

On 9 June 2021, the long-abandoned Asset Inspection Train (Below) was moved from its long-term storage road in Northfields Depot (No.1 Boston) into the main shed for the stripping of useful parts for Bakerloo Line equipment spares, prior to being scrapped in the near future, along with the two 7/7 cars of 1973 Tube Stock.

Photo: Kevin Flisher





Top Left: Half of the AIT being shunted in Northfields Depot by 1973 Stock units 169+188 on 21 June 2021. The other photos are in Northfields Depot with various views showing the disposal process.

Photos: Jude Heath (Top, Left) and Kevin Fisher (all other photos)

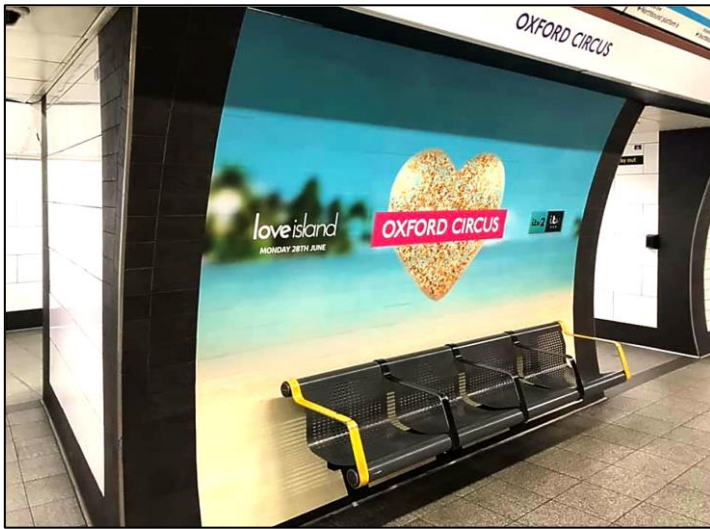
SOUTH HARROW SIDINGS



Above: Engineers' trains are now running regularly between Ruislip Depot and South Harrow Sidings to provide six extra stabling berths and on 18 June 2021 battery locos L26 and L28 are seen in the sidings (Left). The early stages of the work on the extra sidings on the east side of the line adjacent to South Hill Avenue (Right).

Photos: Tommy Cooling (Left) and Transport for London (Right)

LOVE ISLAND !!



Left and Above: It was first noted on Friday 25 June 2021 that some station name roundels on all three lines' platforms at Oxford Circus had been replaced by new signage comprising a gold heart and a white on red name bar for the forthcoming series of Love Island on ITV. At least the roundels haven't been 'desecrated' – they have been removed and replaced by these!

Both photos: Kim Rennie



WIMBLEDON TENNIS



for social distancing purposes. The east-facing platform end canopy has also been decorated and part of the platform has a green surface with tennis white line markings (*Both, Left*).

With no Wimbledon tennis taking place in 2020 because of Covid-19, its return in 2021 saw part of Southfields station 'decorated' for the occasion, sponsored by American Express. The seats with white backs (*Above*) were designated unavailable

All photos: Brian Hardy on 29 June 2021