

NEWS AND NOTES

CENTRAL LINE EAST END RAIL ADHESION TRAIN



Above: The Central Line's east end Rail Adhesion Train reverted to the eight car formation this season, which is seen passing Oxford Circus on 30 September 2020 on its transfer from Ruislip Depot to Hainault Depot.

Photo: Jude Heath

BANK STATION – CLOSED ENTRANCES



Above and Left: Since Covid-19, many Underground stations have introduced one-way systems and have had some entrances closed until traffic eventually picks up. These three photographs show three station entrances at Bank which are currently closed. Because the Waterloo & City Line has been closed since 20 March 2020, its new 'Bloomberg' entrance is also closed – for the time being at least.

BANK STATION – CANNON STREET ENTRANCE



Above: Two views of the future new entrance in Cannon Street to Bank station taking shape, seen on 30 September 2020.

All photos: Stuart Hicks

ACTON WORKS PROGRESS



Above: Two views of the work continuing on the new workshop building at Acton Works on 23 September 2020, where work on the Central Line Improvements Project will be undertaken on the 1992 Tube Stock. Much work remains to be done, although it is expected that CLIP will not begin in earnest until sometime in 2021. Tracks to the four covered roads (Left) are expected to commence being laid from November 2020.

Both photos: Transport for London

TfL COMPREHENSIVE SPENDING REVIEW

Before the pandemic, London's public transport network supported 30 million journeys a day, the same as the country's rail and bus services combined. Compared to 2001, 49% more people travelled on LU services. However, this will now be the first year since 1993 that the share of car trips has increased in London. The challenging future of TfL under its newly appointed Transport Commissioner Andy Byford was revealed at the Finance Committee meeting on 30 September 2020.

A presentation called "Investment to get London and the UK moving again" claimed to be realistic about what is affordable over the next decade. As in recent times, the plan aims to facilitate new housing developments, but now emphasises what can be achieved before the coming national election and is limited to what can be achieved within the decade. Very large projects, particularly Crossrail 2 and the Bakerloo Line extension, are not included apart from safeguarding given current affordability constraints.

The only new signalling is for the Piccadilly Line, where new trains are already ordered, but further deep tube lines will need similar works in the future and could benefit in time. New signalling on the Piccadilly Line could see 36tph within the decade, with current Ealing Broadway trains diverted to boost services to Richmond and Wimbledon, but this would require the reconstruction of Holborn station to cope with growing demand. Other lines will only receive new trains to operate under current signalling.

Surprisingly, the Jubilee Line now heads the list for new trains after the Piccadilly Line, in light of recent unreliability of the current fleet. So, 1996 Tube Stock will be replaced before 1972 Tube Stock! A total of 73 new trains to be delivered from 2024 to 2029 would provide a 25% service uplift, with 36tph instead of the current 30tph. This provides the ten extra trains originally planned for delivery to the Jubilee Line before the new Piccadilly Line trains, as part of an order of modern equivalent trains for the Northern Line, which was abandoned in October 2017 when tenders were over budget. It was then decided to prioritise investment on lines still awaiting upgrades rather than making best use of new signalling on lines already benefiting from upgrades. However, with signalling already renewed, additional trains do provide a high return upon investment.

Whether the new higher capacity Jubilee Line trains could be similar to the Piccadilly Line trains, or of a new design to take advantage of the Jubilee line's larger tunnels and easier curves, is not revealed. Presumably they would require a change of platform edge doors to match the new layout, and consequently an overnight fleet changeover.

Some of the current Jubilee Line fleet would boost the Northern Line frequency, with branches boosted from 24tph to 30+tph and a split service referred to as Northern Line 2 to Battersea via Charing Cross. This would require the reconstruction of Camden Town station in 2024-2028 to ease interchange. The Northern Line will need more trains to meet building demand on the new Battersea branch, and to meet growing demand at Euston from the HS2 terminus with no Crossrail 2 project in sight. 30tph was thought to be operable without branch separation, but 36tph would have required 44 additional trains which need additional stabling and reversing crossovers for the centre platforms at East Finchley.

The Jubilee Line trains are technically incompatible with the current Northern Line fleet, but they could be restricted to the Edgware – Battersea service, leaving the current fleet for the High Barnet – Morden via Bank service, and a few of the most unreliable of both fleets destined for spares. It was already planned that nine trains would work from Morden depot to provide the early morning start-up service via Charing Cross, and all routes would be operated and timetabled together. Northern Line 2 suggests a split service will require little new signage as current maps, line colour and name could be retained. It might be preferable to modify the presentation of Camden Town and Kennington junctions to make clear the normal routes followed. It would also be necessary to display signs advising: Passengers for other branch should change at Camden Town/Kennington.

With the order placed for new Piccadilly Line trains, the case is made for similar trains for the Bakerloo and Central lines in the late-2020s to improve service reliability. What Siemens' new Goole factory will do between orders, if they don't win the new Jubilee Line contract, is unclear. The Bakerloo could jump from 22tph to 25tph, whilst the Central Line could jump from 28tph to 30tph with current signalling. This would mean manual operation on the Bakerloo Line, but maintenance of the current Central Line electronic automatic train operation signalling, by then near 30 years old!

Even before opening, a case is made for boosting the Elizabeth Line from 24tph to 30tph in 2023 to 2028, with some trains extended to reverse at a new Old Oak Common HS2 interchange. The only new line presented is a DLR extension to Thamesmead and beyond, with a possible station to the north of the river, which could deliver up to 5tph in 2026-30. In a section on supporting new housing, the West London Orbital proposal is mentioned to alleviate pressure on the Piccadilly Line and sections of the London Overground. North Acton and Canning Town station upgrades are also planned to serve new housing developments. Pushing the case for the step-free access programme, around a third of

Underground stations are fully accessible, whereas typically 70% to 100% of other world cities' stations are accessible.

Work continues on resignalling the sub-surface lines, which receive a brief mention. There is silence on the Waterloo & City Line, perhaps six new short trains being insignificant, or spending on a line unused for over six months is an embarrassment. That leaves only the Victoria Line without hopes of improvement. Of course, the Government may not accept this TfL vision for the decade ...

STEP-FREE UPDATE



Readers will recall the photograph on page 509 in the September 2020 issue of *Underground News*, which showed hoardings protecting the construction site on the platform for an MIP lift at Hanger Lane, the same applying at Northolt. On 8 October 2020, all work had been stopped for some time at both stations but at Northolt (Left) the hoardings had been removed and all traces of the initial work removed, apart from the hatched yellow lines which denoted where not to stand when work was taking place.

The new Step Free Access lift at Cockfosters station entered passenger service on Tuesday afternoon 6 October 2020. The lower (ticket hall) landing is seen (Left) and the upper landing (Right).



KING'S CROSS RETAIL



In late-September 2020, the hoardings around retail units in the northern ticket hall at King's Cross were removed, revealing ice cube units which are now awaiting tenants.

All photos: Brian Hardy

FACE COVERING



METROPOLITAN LINE D STOCK RAT AT WORK



The Metropolitan line Rail Adhesion Train formed of a 5-car D Stock unit, comprising 7123-8010-17010-8123-7010 running into Rayners Lane on an Uxbridge to Neasden run on 11 October 2020.

Photo: Tommy Cooling

WHITECHAPEL



With Whitechapel station still being very much a building site because of Crossrail work, one new roundel had appeared by mid-October 2020 at the west end of the eastbound platform.

NEW STOCK UPMINSTER – ROMFORD

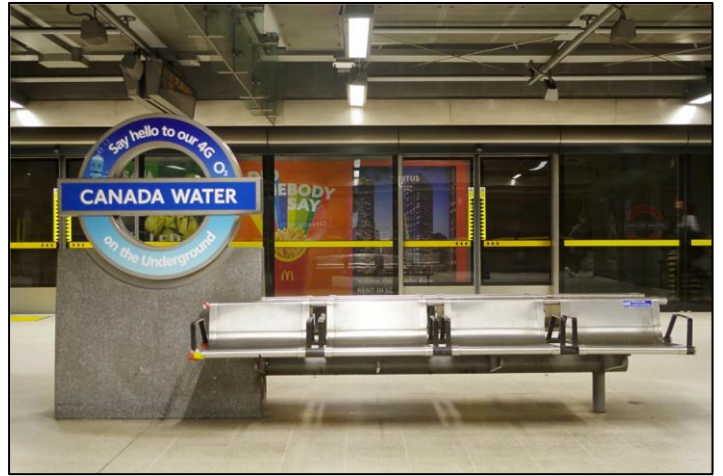


The Upminster – Romford branch, now under the auspices of London Overground, has been operated with a variety of stocks since the end of steam, new class 710 Stock took over the service from Monday 5 October 2020. Unit 710.17 is at Upminster on 13 October 2020.

Both photos: Colin Smith

4G ON THE JUBILEE LINE EXTENSION





: (Top, Left and Right) Advertising 4G on the Underground at Waterloo Jubilee Line, as seen on the eastbound platform on 13 October 2020.

Both photos: Justin Bailey

: (All Other Photos): All other tunnel stations on the JLE had received 4G décor by mid-October 2020 with all but Southwark illustrated.

All photos: Bernard Fahey

HARROW-ON-THE-HILL DEVELOPMENTS



Repairs to the walls opposite platform 6 are taking place as these two photos show (Left and Centre), while work continues on the lift towers (Right), this being on platforms 3 and 4.

Photos: Chris Cobley (Centre – on 14 October 2020) and Brian Hardy – on 15 October 2020

AMERSHAM



Above: A designated place of safety is being established at Amersham (Left), as mentioned and illustrated in previous issues of *Underground News* (at East Ham, Mill Hill East and Newbury Park). Work is at an advanced stage on the MIP lifts at Amersham (Centre and Right) although there is still work to be done before commissioning.

All photos: Chris Cobley on 17 October 2020

RAYNERS LANE

Overleaf: (Top, Left) An impressive rainbow over the station building at Rayners Lane, as seen from the reversing siding. A Metropolitan Line eastbound S8 slows to a stop on the left, while a westbound Piccadilly Line train on the right awaits departure to Uxbridge.



station were invited to remember those who had lost their lives. After a two-minute silence, the names of everyone who had died that night were read out at 20.02 – the exact time that the bomb had hit. The station used to shelter about 650 people every night during the blitz.

Photo: Scott Hodges

BALHAM



A small but moving remembrance ceremony was held at Balham station on the evening of 14 October 2020, where those who died when a bomb hit the road above the station on 14 October 1940. It was the 80th anniversary of the tragic event and to mark the occasion, some of the relatives of those who died at the

station were invited to remember those who had lost their lives. After a two-minute silence, the names of everyone who had died that night were read out at 20.02 – the exact time that the bomb had hit. The station used to shelter about 650 people every night during the blitz.

ALDGATE EAST

The east end of Aldgate East on 15 October 2020, showing the closed east access, which has been the case since lockdown in March. Passenger traffic is picking up very slowly but still nowhere near as pre-Covid – currently about 30-35% of pre-pandemic passenger levels a



s reported on 21 October 2020.

Photo: Brian Hardy