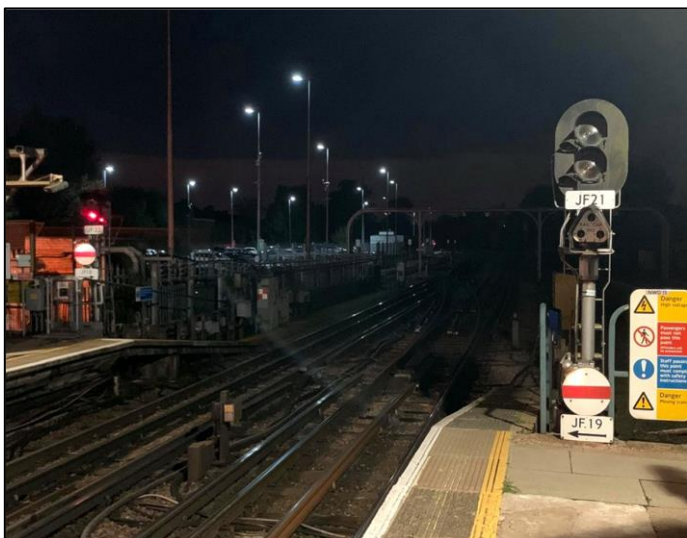


# NEWS AND NOTES

## NORTHWOOD

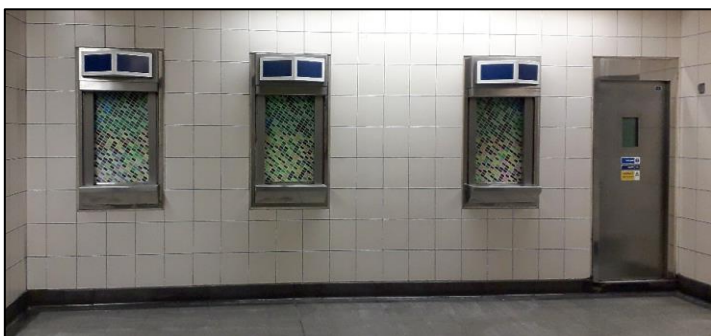


*In a previous issue of Underground News, we mentioned the signals on the Underground that were normally extinguished until actually required by the passage of a train. One such signal was the southbound wrong-road starting signal from the northbound platform at Northwood as seen here. A general view*

*looking south (Above, Left) showing southbound starting signal JF22 at danger on the left, and wrong road starter JF21 extinguished. The signal illuminates as a northbound train arrives (Above) and remains so until it has departed. Should the train be reversing north to south, then the green aspect would be displayed. In both views can be seen the disc shunt signals used for trains proceeding to the siding.*

**Both photos: Jack Gordon**

## WATERLOO



*Following the closure of the ticket offices on London Underground, many of them were bricked up, leaving no clue as to their previous existence, apart from those which are 'heritage' and have listed status. However, these three ticket office windows in a cubby hole at Waterloo remain, although boarded up.*

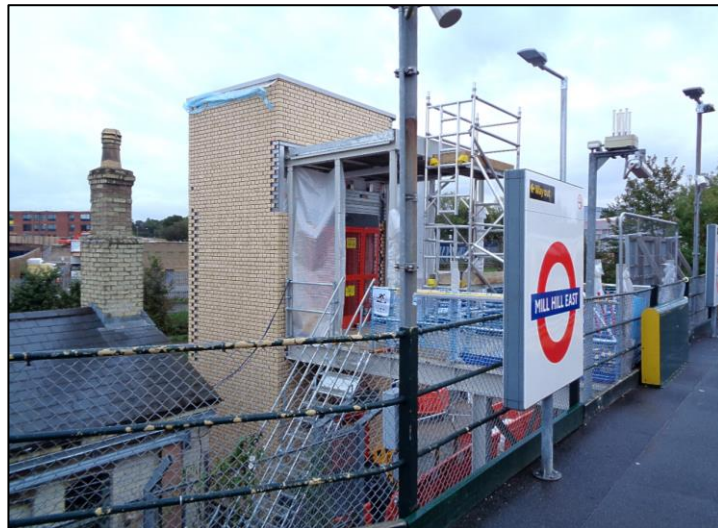
**Both photos: Brian Hardy on 17 October 2019**

## CHISWICK PARK



*A few stations are taking the initiative of brightening up their ticket halls in various ways as we have previously reported. This offering with flower baskets is at Chiswick Park.*

## MILL HILL EAST



**Above:** Two views of the MIP lift being installed at Mill Hill East on 21 October 2019, which is at an advanced stage of construction.

**Left:** Looking back from the platform at the former Inglis Barracks opposite the station (the bus turning circle is behind Underground roundel) where all the residential development work is taking place. The working site for lift construction is the cordoned off area at lower left foreground.

**All photos: Brian Kemp**

## MORE RAT TRAVELS



The D Stock Rail Adhesion train is seen approaching Wembley Park on the southbound fast on 18 October 2019. To the right of the train are Wembley Park Sidings, disused since May 2017 and still awaiting removal.

**Both photos: Chris Wakeman**



This season on the Central Line began with the five-car, normally working at the west end, instead working the eastern branches, seen here approaching Loughton on the westbound. The edge of the former substation and now train crew accommodation may be seen on the right.



**Above:** Disappointed passengers at Gants Hill when they discover the Rail Adhesion Train is not for them, the rear of which is seen passing through westbound on 29 October 2019.

**Photo:** Simon Smiler

**ON THE BATERSEA EXTENSION – JUST**

Further to NF 88/19, the Schweerbau rail grinding train is seen stabled in the NLE tunnel just south of Kennington, with the loop tunnel to the right.

**Photo:** LURS Collection



## AU REVOIR GN&C CLASS 313s

The Great Northern & City Line (latterly Northern City Line – Highbury Branch) was part of the Underground network until 1975, when it closed for takeover and modernisation by then British Rail, reopening in August 1976, finally putting the line to use as it was originally intended – linking to the main line. Since that date, the line and its inner suburban services have been the preserve of the class 313 EMUs and now, some 43 years later, the last ran in normal service on 1 October 2019. Initially, some 64 three-car units were provided but it soon became apparent this provision was over generous, especially following service cuts, and many went to the LMR DC lines (also history some years ago), while some survivors remain in service with Southern. The train for the railtour comprised the highest numbered unit, 313.064, and 313.134, which was previously working on Silverlink. A headboard carried said “Gerry’s 313 Farewell Tour” – Gerry was believed to have been the depot manager at Hornsey, where the GN class 313s were maintained. The leading car of 313.064 was vinyl wrapped in Network SouthEast livery while the centre section of the adjacent car carried the words “I’ve seen a lot, but my time is up. Thank you for the memories 1976-2019”. The other cars of the six-car train were in First Capital Connect livery (the previous operator) but with Great Northern branding.



**Previous Page:** (Centre, Left and Right) The 313 tour began at King’s Cross suburban platform 9 as these two views show. Whilst King’s Cross was never part of the GN&C, these trains worked there

frequently, especially early morning, late at night and at weekends until December 2015 – the Northern City had restricted hours of operation from 1986/87.

**Both photos: Kim Rennie**

**Previous Page:** (Lower) Two views of the tour train at Drayton Park, arriving using the ramp built for the 1935-40 New Works Programme (Left) and departing after the changeover from overhead to third rail (Right).

**Both photos: Richard Thomas (Hertman Images)**

**Below:** (Left) The Network SouthEast livery carried on leading car of 313.064 looks very smart, seen at Royston, the outer limit of the tour.

**Below:** (Right): The headboard, carried only on unit 313.064 at the outer end.

**Both photos: Kim Rennie**



## THE WESTMINSTER JUNGLE



**Opposite:** (Lower) At Westminster on 22 October 2019, some of the entrances were renamed “Westminster Jungle” as were some of the platform roundels, all being part of an all-over station advertisement for The Times newspaper.

**Photo: Capital Transport**

## CROSSRAIL



Originally due to open in December 2018, it was announced on 8 November 2019 that the opening of London's Crossrail project will yet again be delayed. Opening in 2020 has been deferred until “as soon as practically possible in 2021”, as Europe's biggest infrastructure scheme is set to go another £650m over budget. The cost of the project could reach £18.25bn, well over £2bn more than in the original budget. The cost

was originally set at £15.9bn for the scheme. The central section will be substantially complete by the end of the first quarter in 2020, except for Bond Street and Whitechapel stations, where work will continue. The delay will allow more time to complete software development and allow safety systems to be tested and rectified where necessary.

**Photo (Above): Crossrail**

## PROGRESS UPDATE FROM CROSSRAIL

The Crossrail project has made good progress over recent months as the new plan to complete it is implemented by the supply chain. A key focus during 2019 has been finalising the stations, tunnels, portals and shafts. By the end of the year, Custom House, Farringdon and Tottenham Court Road stations will be complete and the project is on track to finish fit-out of the tunnels in January. The central section will be substantially complete by the end of the first quarter in 2020, except for Bond Street and Whitechapel stations, where work will continue.

The two critical paths for the project remain software development for the signalling and train systems, and the complex assurance and handover process for the railway; both involve safety certification for the Elizabeth Line. These must be done to the highest quality standards to ensure reliability of the railway from day one of passenger service.

Crossrail Ltd. will need further time to complete software development for the signalling and train systems and the safety approvals process for the railway. The Trial Running phase will begin at the earliest opportunity in 2020 which will be followed by testing of the operational railway to ensure it is safe and reliable. However, there will be no short-cuts to delivering this hugely complex railway – it must be completed to the highest safety and quality standards.

The detailed cost forecasts continue to show that the project's costs will increase due to programme risks and uncertainties. The latest projections indicate a range of between £400 million to £650 million more than the revised funding agreed by the Mayor, Government and Transport for London in December 2018.

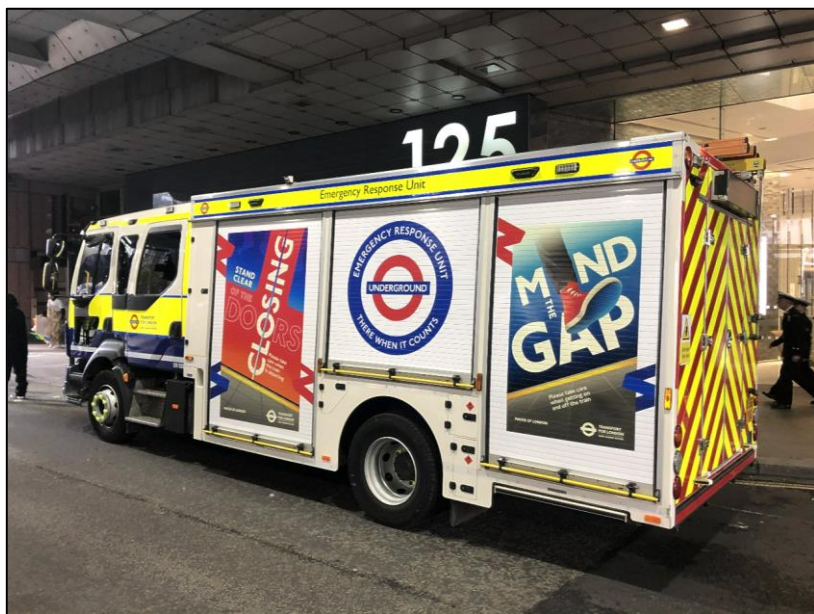
There are four major tasks that must be completed to enable the Elizabeth Line to open:

- Build and test the software to integrate the train operating system with three different signalling systems.
- Install and test vital station systems.
- Complete installation of the equipment in the tunnels and test communications systems.
- And when this is done, trial run the trains over many thousands of miles on the completed railway to shake out any problems and ensure the highest levels of safety and reliability when passenger service begins.

## THE LORD MAYOR'S SHOW

Very occasionally, there have been exhibits of London Underground interest in the Lord Mayor's show in London. This year, a vehicle from LU's Emergency Response Unit was included, with the ERU now being 25 years old in its current format (previously it was the LT Breakdown Gang, supported by other LT departments – Signals, Permanent Way, etc.). The logo was specially done for jackets worn by staff at the Lord Mayor's Show. The decals on the side of the vehicle were added for the occasion. The vehicle is one of ten Volvo FL16 JDC Rescue Tenders (i.e. built to fire service specification) delivered circa-January 2017 to replace the previous generation of Mercedes-Benz Atego 1524 Rescue Tenders that had been in use since 2007.

*Both photos: Chris Cobley*



*Left: Back in November 1996, 1995 Tube Stock DM 51502 was exhibited in the Lord Mayor's Show and on the roof had slogans "The first in a long line", which referred to the forthcoming 106 trains for the Northern Line. The slogans have never been removed and are still in place, as seen looking down at High Barnet on 13 August 2019. In fact, DM 51502 was in the second train to be delivered to LU, on 25 April 1997 so it was returned to GEC Alstom Metro-Cammell before proper delivery. In the event, Train 2 (51502+51503) was the 103rd train to enter passenger service on 19 April 2000, some three years after delivery, having been returned to Alstom on 9 January 1998 and redelivered to Ruislip on 26 January 2000. The slogans are just about visible after 23 years of dirt and grime.*

*Photo: Sally Gibson*

## JUBILEE 40

As part of the "Jubilee 40" recognition (the first section was opened on 1 May 1979), a special Jubilee Line train of 1996 Tube Stock ran from Stanmore to Charing Cross in the morning and returned in the early afternoon. For participants, the trips were separate and each included a "Hidden London" tour of Charing Cross station after the first southbound trip and before the second northbound trip. The train was formed of seven cars 1996 Tube Stock (with cab end poppies) 96050+96125.

The ticket price for each (journey and tour) was £90 adult and £85 for children and concessions.

## FARRINGDON CROSSRAIL



*Above: Farringdon ticket hall on 13 November 2019 and the Crossrail entrance has been finally revealed, even if only at high level above hoardings for the time being.*

*Photo: Roger Tuke*

## REMEMBRANCE



*of 1973 Tube Stock DM 230 at Acton Town on 14 November 2019 (Above, Left) with a roundel on platform 1 at Willesden Junction (Above, Right).*



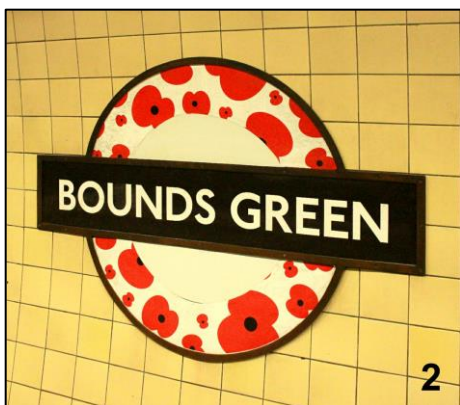
*For the British Legion Poppy Appeal, Underground and Overground trains and some stations were given 'poppy' decals, similar to previous years. A poppy adorns the cab door*

*Photos: Brian Hardy (Above, Left) and Christopher George (Above, Right)*





1



2



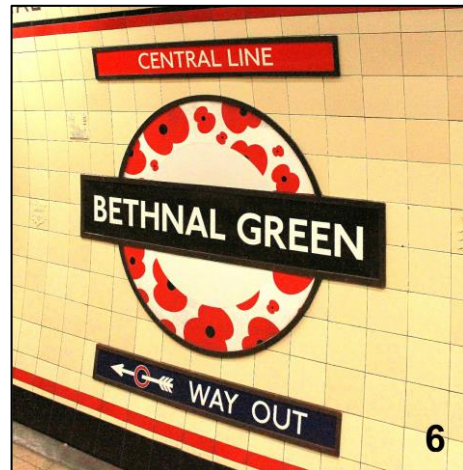
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8

A poppy vinyl applied to a 2010 “modern panel” roundel at Dalston Junction southbound (1). The sizing is odd, causing the ends of the name bar to reach the edges of the sign. More appropriately proportioned was the treatment of this classic

bronze-framed 1932 “heritage” roundel at Bounds Green westbound (2), a station that has featured a number of speciality designs in recent years. A “modern silhouette” roundel at King’s Cross St. Pancras (3), sited on the outer rail SSR platform, and with the temporary poppy finish. The “silhouette” roundels on the 1999 Jubilee Line Extension feature a more pronounced frame, as evidenced by this poppy sign at London Bridge eastbound (4). Canary Wharf has the largest platform roundels on the LU network and, as in 2018, one of these on the westbound was given a poppy makeover (5). Note the use of white infills, which are nowadays generally only featured on rectangular “panel” signs. Although opened in 1946, Bethnal Green’s signage was effectively to pre-war design. Careful scrutiny of this “heritage” roundel sign on the westbound (6) will reveal that the poppy leaf patterning differs from that applied at Bounds Green. The Bakerloo Line platforms at Baker Street were refurbished in 1979 in association with the construction of the Jubilee Line to Charing Cross. Although the platform name signs were now to the revised ‘roundel’ dimensions, with a shorter and thinner bar, the traditional white infills were retained at this stage. The size of vinyl used here on the southbound (7) is also incorrect, being too small to cover the sign fully. One of the oldest types of sign to receive the poppy wrap was this 1926 example (or probable reproduction version to 1920s standards) at Balham on the northbound (8).

**All photos: Kim Rennie**

## FINSBURY PARK

The new LU station entrance at Finsbury Park is nearing completion for opening to passengers and will provide an LU entrance to the new LU lifts – currently passengers have to use the main line entrance for step-free access as well as a stepped entrance to the existing station. No firm opening date for the new entrance (Below) has yet been announced.

**Photo: Transport for London**



## NORTHFIELDS DEPOT

With work to upgrade stabling facilities at South Harrow not expected to start until late-2020, only then will work begin on the rebuilding of Northfields Depot. Each end of Northfields will be closed in turn. There will be a new high workshop on south side, near the train crew accommodation. Other sheds are to be demolished to leave open sidings with the possibility of extra sidings at the Northfields end (possibly the reinstatement of 8 and 9 siding roads?). Currently, only No.7 reversing siding remains available – the other two siding roads [which were used for stabling short trains in the days of uncoupling] were abolished on 22 February 1972.



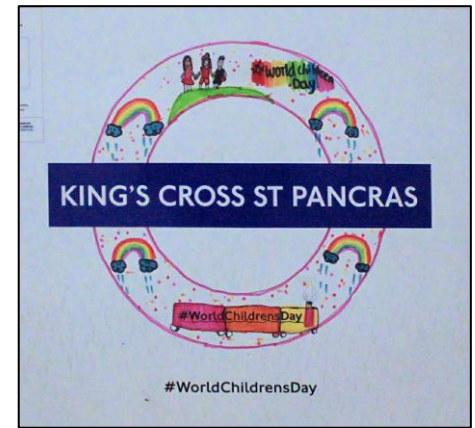
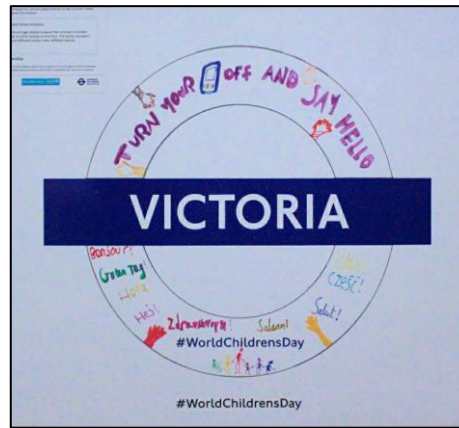
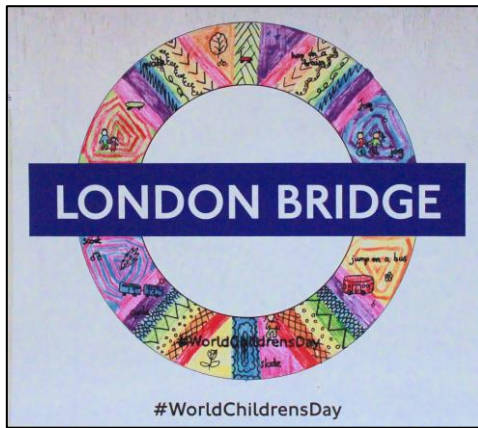
**Left:** An artists' impression of the rebuilt Northfields Depot, showing the many open stabling sidings towards the top left.

**Below:** This view will change forever with the Piccadilly Line upgrade, the west (Boston Manor) end seen early morning in November 2019.

**Photo: Paul McLauchlan**



## WORLD CHILDREN'S DAY



In addition to the "Westminster Jungle" roundels (pages 8-9, this issue) and the roundels subsequently of African colours at the same station (pages 53-54 also this issue), more of TfL's 'sacred' roundels have been changed beyond the norm. Wednesday 20 November 2019 was World Children's Day and London school

children were able to make their own interpretation on roundels displayed in selected Underground stations. The new artwork was located at King's Cross, Bond Street, Green Park, London Bridge and Victoria Underground stations as well as West Croydon, Vauxhall and North Greenwich bus stations.

**All photos: Kim Rennie**



## AMERSHAM

Work has started in earnest on the provision of lifts at Amersham, both views (Above), taken from the southbound platform, show the hoardings on the southbound platform (Left), which have had warning notices added telling passengers not to stand in that area, and looking over to the northbound island platform. A closer view of the caged-off work site on the northbound platform (Right). A new footbridge is expected to be lifted in position during December. Surprisingly, a temporary roundel (Left) is not in upper case!

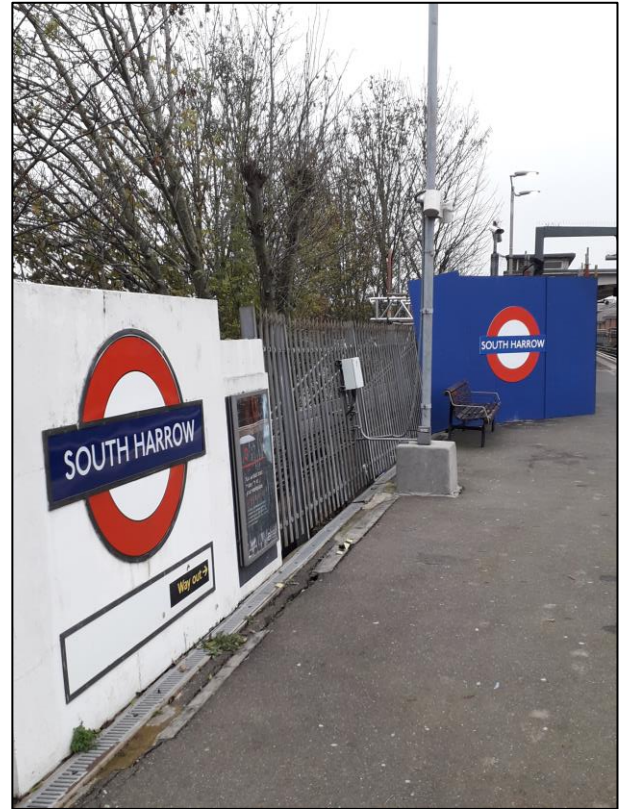
**All photos: Brian Hardy on 21 November 2019**



## SOUTH HARROW

The fencing on part of the westbound platform at South Harrow is leaning away from the platform (Below) and hoardings have been erected at the worksite on which temporary roundels have been fixed (Left). Two of the normal station roundel signs have been removed and placed at the west end of the westbound platform (Below, Left), seen on 21 November 2019.

**All photos: Brian Hardy**



## EASTCOTE



After many months of being surrounded by hoardings, the bridge opposite Eastcote station is now revealed and back to its previous display, seen on 21 November 2019. However, grilles have been installed as part of the recent work which now prevents people from taking photos of the railway from it – unless you're in possession of steps or a pole!

The bridge was previously featured in *Underground News* No.693 (September 2019) page 490, when it was seen hoarded off and without the grilles.

**Photo: Brian Hardy**