

# NEWS AND NOTES

## SOUTH KENSINGTON



New images of the Rogers Stirk Harbour & Partners (RSHP) design for South Kensington Underground station have been unveiled as part of a public consultation. The practice is working on upgrading entrances to the station, restoring its Grade II-listed arcade and building a five-storey semi-circular addition next door. This is the latest in a long line of proposals for the station, which serves London's museum quarter. This view features a view from the District Line platforms looking west with the proposed development looking out over the platform. The trains give the impression of being Victoria Line 2009 Tube Stock!

*Image: Courtesy RSHP*

## AMERSHAM STEP-FREE



The current status at Amersham seen on 1 April 2020. The work is continuing despite COVID-19, and the tower brickwork looks complete. The photo also shows an "Amersham" roundel at the top of the tower (under the scaffolding), and the new NR signs on the existing roundel post.

*Photo: Antony Badsey-Ellis*

## TRIPCOCK TESTER REPLACEMENT



The tripcock testing apparatus in platform 4 (eastbound District Line) at Acton Town has been replaced, this showing the displaced tester. It shows the greased sprung ramp and the  $\perp$  gauge at top left.

*Photo: Colin Smith*

## EARL'S COURT





## NORTH ACTON



North Acton station building on 25 March 2020. This is a great improvement on what was once a very unpleasant approach to the station.

*Photo: David Rowe*

## D TRAIN FOR TRANSPORT FOR WALES



*Above: Two signs at Earl's Court on the Piccadilly Line on 3 March 2020, both still showing the way to the closed exhibition building, the lower photo also showing the short-lived 'EC' logo*

*Both photos: David Rowe*





**Left:** A deserted Clapham North station looking south, late morning on Saturday 11 April 2020.

**Photo:** John Stait

**Above and Top:** Two views of the first of five three-car units of D Stock for Transport for Wales. The top photo was taken from a bridge at Honeybourne station, which is at the junction of the Long Marston line with the North Cotswold Line between Moreton-in-Marsh and Evesham. The unit is going away from the camera and the calling-on lights on the signal can just be made out showing that the train is being routed onto the Up line rather than being sent over the crossover to the Down line, which goes to Evesham and

Worcester. The other photo was taken about an hour later after 230.006 had gone to Moreton and was on the way back from Evesham. Unlike the earlier conversions, all the former doors have been retained with the exception of one on one of the driving motor cars which has been replaced by a toilet. The five units are scheduled to be deployed on the Wrexham to Bidston route.

**Both photos:** Peter Tandy