

NEWS AND NOTES

BAKER STREET – THE IRREGULARS



Above: Exterior décor at Baker Street as seen on 29 March 2021 advertising the Netflix series “The Irregulars”, where a crew of misfits investigates a series of supernatural crimes in Victorian London for Dr. Watson and his shadowy associate, Sherlock Holmes.

Both photos: Peter Glasstone



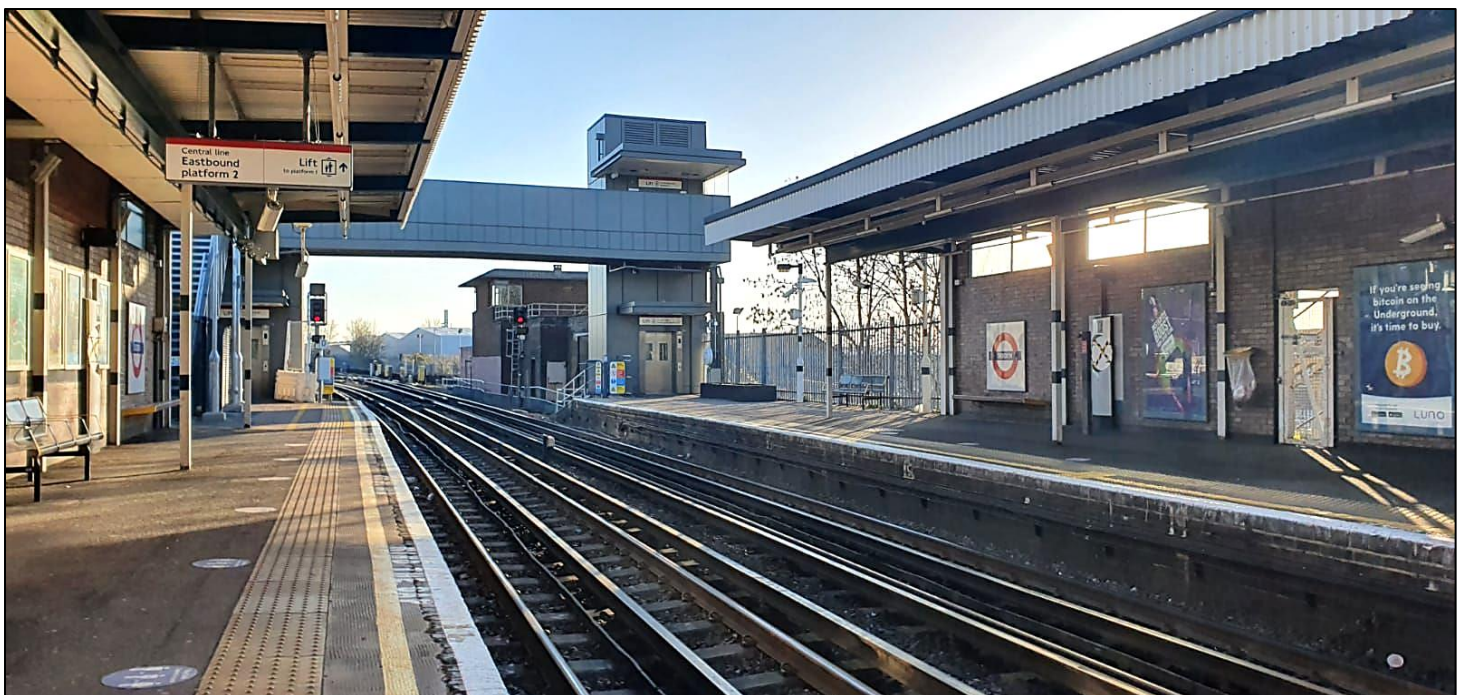
STEP-FREE UPDATE

Left: Amersham Post Script – The plaque on platform 3 at Amersham station says it all. It’s a shame that the step-free project at Amersham had to be cancelled first time round because of financial constraints, the same applying to Newbury Park (but now in service second time around) and Osterley (awaiting completion).

Photo: Antony Badsey-Ellis

Opposite: (Top) Debden station at the east end of the Central Line became the 82nd London Underground station to become step-free on 1 April 2021.

Photo: Transport for London





the Station Approach road and some diagonal parking opposite the station building.

BARKINGSIDE

Left: This photo links Kim Rennie's articles on signage and Richard Clowser's picture of Barkingside's station building. The north side of this building has a large white-on-red "Station Car Park" sign with two roundels, as seen on 1 May 2017. It is presumed this dates from the early 1970s. The "car park" here just consists of spaces either side of

Photo: Andrew Colebourne

4LM WORK



Two views of a 4LM transmission mast installed just outside Chesham station. This area of the 4LM resignalling is still a long way off being commissioned.

All photos: Antony Badsey-Ellis

SOUTH HARROW

The end of March 2021 has seen the mobilisation of the project to enlarge South Harrow Sidings as a part of the DTUP works on the Piccadilly Line, beginning with the clearance of vegetation inside the sidings to the east of the site, ahead of the extension of the site perimeter. Six extra sidings will be provided to the left of the existing roads, which themselves will be realigned. The first stage, from 6 April 2021, Nos.31 and 32 siding roads track circuits were decommissioned.

VICTORIA

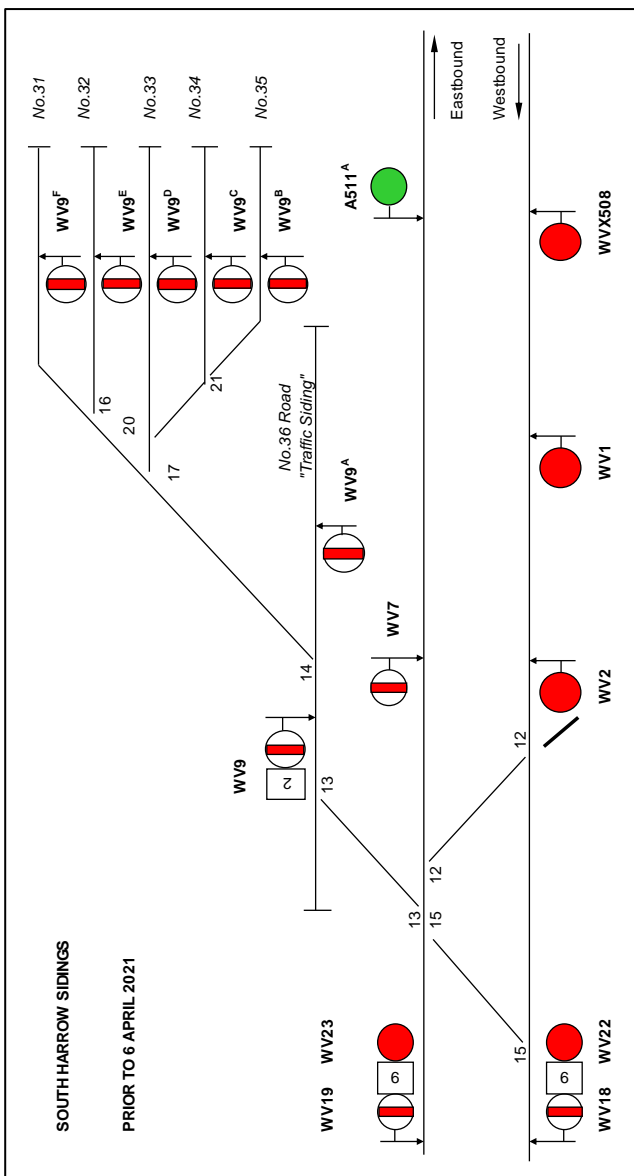


The Victoria Station Arcade, showing the 'London Transport' poster frames that have been revealed on the main façade.

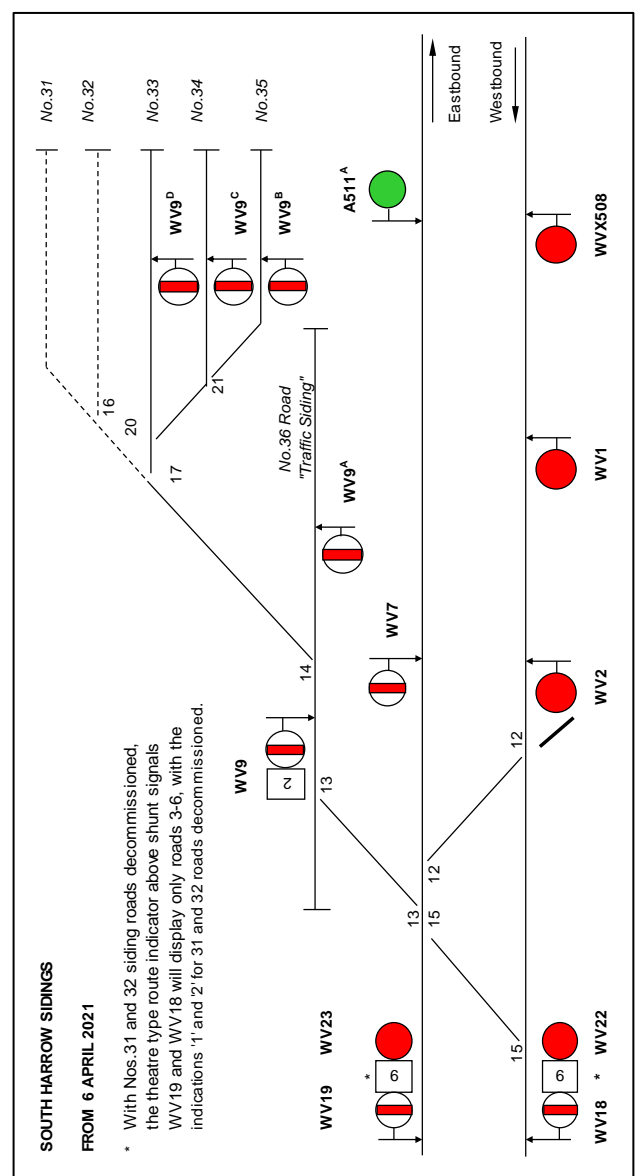


Above: South Harrow Sidings, looking across to 31 and 32 roads furthest away (Left) and a view of the roads before decommissioning (Right) looking east.

Both photos: Transport for London



Before And after track and signal arrangement at South Harrow Sidings.



During April 2021 work started on the South Harrow sidings, where the existing six stabling sidings are to be cleared and replaced by a new layout of 12 sidings by the year-end. These will fit between the existing eastern and western boundary fences, with two new roads closer to the running lines than the current Traffic Siding No.36, and two new roads further east than the current road No.31. All roads will be evenly spaced, and end at the same point. The new longer trains will stop at the end of each road, but current 1973 Tube Stock will stop short, so that their rear cabs line up with that of new trains on adjoining roads ready for departure.

The southern boundary is to be moved to incorporate friction arrestors on each road. This scheme avoids disturbance to open land if current sidings had been lengthened for two trains, which was once proposed. Plans for a new substation at the rear of the site have been postponed, presumably unnecessary until eventual resignalling, when the new trains will exploit higher acceleration and top speeds, requiring more power.

The Traffic Siding was so named since it was the only siding controlled from the station signal cabin, with the other sidings having hand-worked points with train movements controlled by a staff member known as the ground shunter. All sidings had power points from 26 April 1956 with control from a thumb-switch panel mounted in the signal cabin until it closed on 14 September 1957. The required train was called by locally mounted loudspeaker by the signalman. A nearby Interlocking Machine Room was then controlled from Rayners Lane signal cabin until control was transferred to Earl's Court Control Room on 16 July 1978, when each siding had its own outlet signal. South Kensington recently took over control of the area under the PICU project. (Details from the late M.A.C. Horne's listing of LT signal cabins).

Although the first phase of work was the removal of the eastern 31 and 32 roads from operational use on 6 April to become a worksite, they could be used by engineers' trains for the time being.

D STOCK TO PENNSYLVANIA



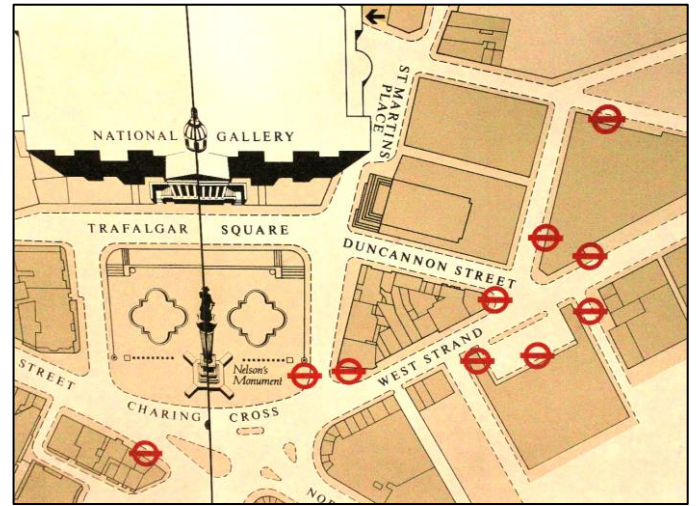
Above: Two cars of D-Train unit 230.002 (cars 230002 and 230102 – ex-7122 and 7067) have been transferred from the UK to the United States of America for testing at the Rockhill Trolley Museum in Pennsylvania. The two cars arrived at the Museum on Wednesday 14 April 2021 (Left) and are seen in their new livery (Right).

Photos: Courtesy Joel Salomon / Rockhill Trolley Museum

CHARING CROSS

Not previously reported is that the basement level shopping precinct on the north side of the Strand at Charing Cross is believed to have closed in 2020. The retail centre, which was part of the triangular Coutts Bank site, was opened circa-1979 and provided a link to the LT and BR stations via a new GLC (now Westminster Council) subway system tiled in white, cream and orange. There were ground floor entrances on Strand (north side), Adelaide Street, and William IV Street – the fascia of each originally bore the LT roundel and BR double arrow symbols. As such, they were effectively signed as additional entrances to the two stations.

The subway system became popular with 'rough sleepers' and sections of it were later shut off after 21.45 each evening as a result. The entrance on the Strand is to be converted to a new street level retail unit, whilst the others will serve as fire exits for the additional Coutts Bank offices that will occupy the former shopping centre site.



Above: The three entrances indicated by red roundels on the upper right-hand 'triangle' are now closed.

Both photos: Kim Rennie

LILLIE BRIDGE DEPOT



Above: (Left) Seen in Lillie Bridge Depot are a pile of new synthetic sleepers. The labels read “Ealing Common Depot, phase 2” – we await with interest.

VICTORIA

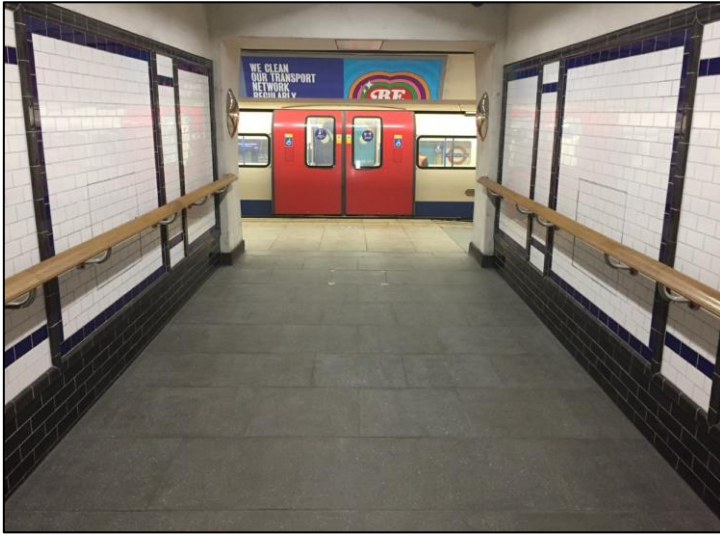


Photo: Colin Smith

Above: (Right) The Victoria Line platforms have a number of unusual station name roundels, in that they fit from floor to frieze. It is thought that they have been installed following the additional lifts and escalators as part of the upgrade programme and are really a door to an equipment room or similar in a former cross-passage area.

Photo: Kim Rennie

KENNINGTON



As part of the Northern Line Extension project, four new cross passages were opened to the public at Kennington on 6 April 2021. However, the existing passages with staircases have been closed on one side only, leaving access via the opposite platform. The photo (Right) shows signage pointing to the new passageway in the distance and the existing one temporarily closed off. There is a tentative date for the opening of the Battersea extension on 12 September 2021, but whether that will happen is still unclear. Whenever the extension does open, it is believed that Mill Hill East will regain a 'through' off-peak service, rather than the shuttle it has at present.

Photos: Transport for London (Above, Left) and Brian Kemp (Both, Above)



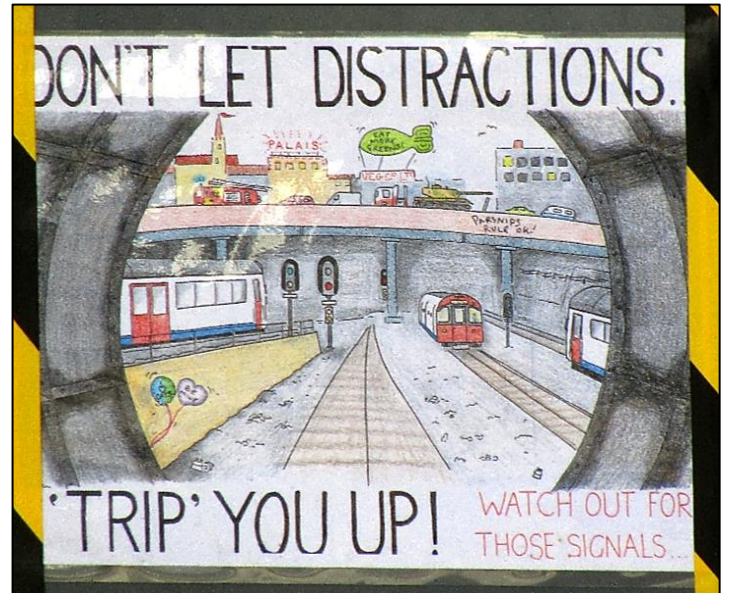
BUCKHURST HILL



Above: The former station house at Buckhurst Hill built in 1856, which was once used as offices, is seen boarded up on 18 April 2021. This is on the site of the original station beside the former Queen's Road level crossing when the platforms were either side of it, with the main station buildings on the Down (eastbound) side. Most of the present station, however, dates back to 1892 when the entrance was moved to Victoria Road. The level crossing was abolished when the line was electrified and a subway provided to connect the two sections of Queen's Road.

Photo: Dean Sullivan

HOME-MADE SPAD MITIGATION



Above: In addition to the home-made notices on the Piccadilly Line at Hammersmith (westbound, for trains going back east) and at Barons Court eastbound (see Underground News for March 2021), in an attempt to mitigate on signals passed at danger (SPADs), this one is seen at the west end of the westbound Piccadilly Line platform at Barons Court – with good old hazard tape playing its part! It seems that SPADs are still a concern on lines with tripcocks/trainstops.

Photo: Chris Wakeman