

DISTRICT MATTERS

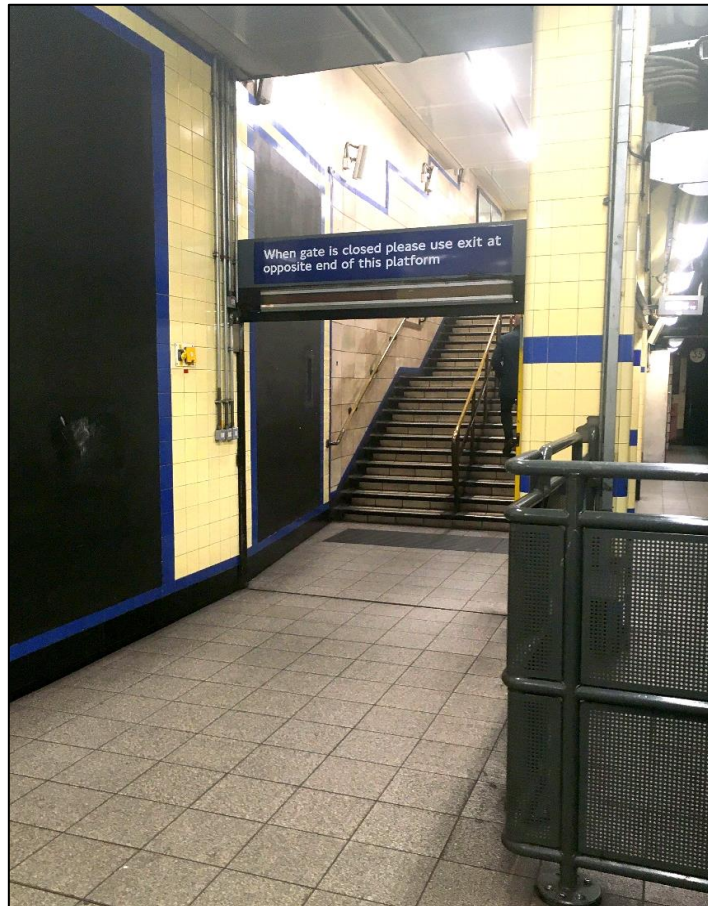
PARSONS GREEN



Further to the notes and photos in the March 2020 issue of Underground News and the 'replacement' of the calling-on signal by a disc shunt signal (page 165), this has now been covered over, seen on 26 February 2020.

Photo: LURS Collection

ALDGATE EAST



At the east end of Aldgate East, after giving up with the constantly failing electronic display boards (still visible below sign), finally a permanent notice is now displayed above the east-exit from platforms, being observed on 27 February 2020.

Photo: Colin Smith

HARROW-ON-THE-HILL

Noted on 4 March 2020 at Harrow-on-the-Hill (Top Left and Right), a new station line diagram for southbound platforms 5 and 6. Reference is also made to the main line service from platform 1, but note that Wendover is “Winchester” and Stoke Mandeville is “Stoke Manderville”. Who puts this stuff together and, more importantly, who checks it? – nobody it seems! Work continues slowly in providing step-free access for Harrow-on-the-Hill with a section of canopy removed on platforms 5 and 6. (Work now paused for the foreseeable future – Ed.).

All Harrow-on-the-Hill photos: Brian Hardy



DEBDEN STEP-FREE



Above: Works continue on making Debden station step-free with the scaffolding in place for the two new lift towers, seen from a westbound Central Line train. To the left is the former signal cabin, closed in 1996.

Photo: Keith Ward



R49 STOCK DRIVING MOTOR CAR FOR SALE



Left and Overleaf: (Top Left & Right) It is reported that R49 Stock DM 21147 is up for sale. It was originally purchased by TV/Radio presenter Simon Neave but has since been sold on and used in a number of locations. Looking very sad for itself, just the body survives on a trailer.



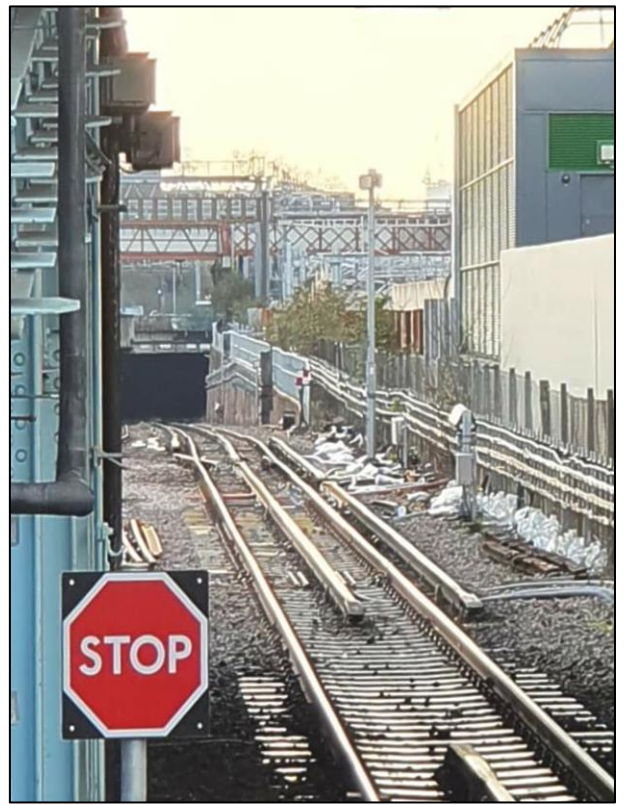
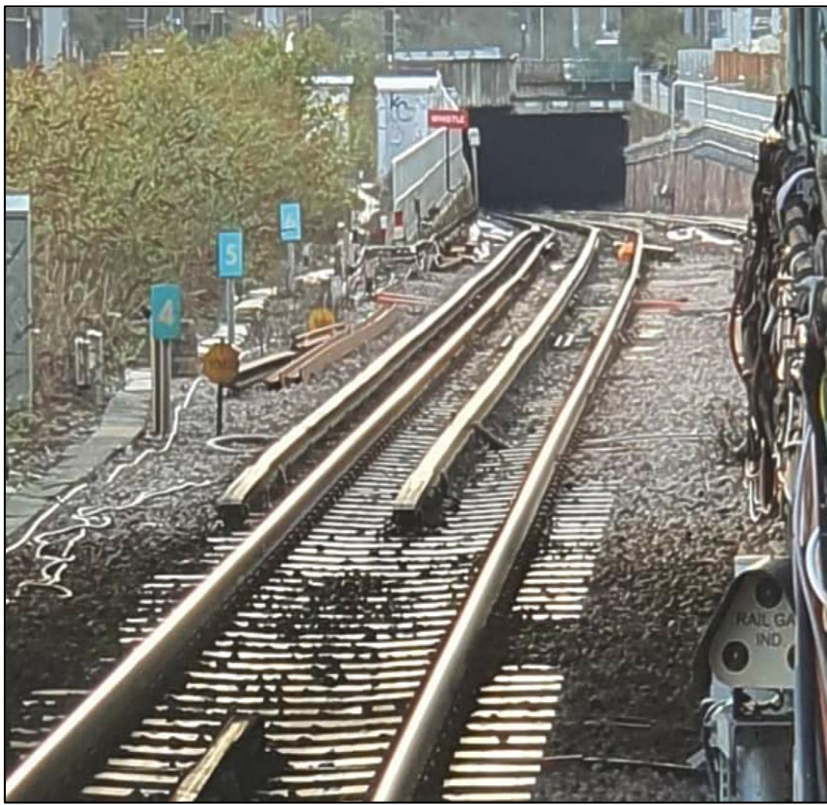
All photos: LURS Collection

ROYAL OAK



As reported in the previous issue of *Underground News* (NF 47/20) the emergency crossover just west of Royal Oak was decommissioned after traffic on Saturday 22 February 2020. The photographs (*Left*) show the situation before the removal on the westbound and eastbound sides respectively. After the crossover was decommissioned (*Below*) with much of the track removed, although small sections remain in place. All four photos look towards the flyunder.

All photos: Michael Brough



PIMLICO



In recent weeks, this plaque has been put up above the entrance to Pimlico station. It is a reminder that the station was never intended to be part of the Victoria Line, but locals pushed for its construction and inclusion on the Victoria Line. The station opened on 14 September 1972, 14 months after the Brixton extension and was the final piece in the Victoria Line jigsaw.

Photo: George Odlum

PADDINGTON BAKERLOO

JUBILEE LINE WORK



The now permanently closed entrance to the Bakerloo Line in Praed Street.

Photo: Stuart Hicks

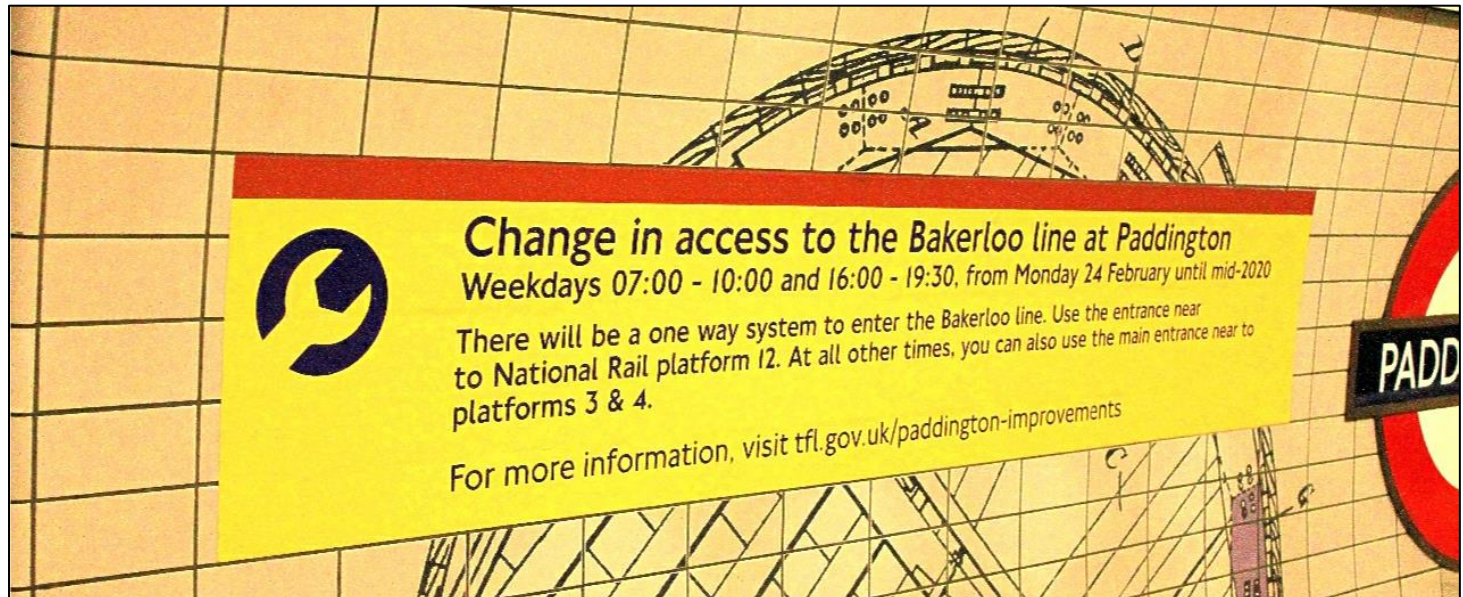


Tamping machine TMM775 stands in Stanmore sidings during the weekend possession on the Jubilee Line, which included points replacement (Stanmore), track replacement at Kingsbury and rail grinding south of Neasden (Met. and Jubilee).

Photo: Transport for London

The notices (Below) explain all in relation to the closure of the Praed Street entrance to the Bakerloo Line at Paddington.

Photo: Kim Rennie



LAKE – ISLE OF WIGHT



The two-train 20/40-minute interval service is still very 'hit and miss' because of the continued non-availability of serviceable units – more often miss than hit! Unit 483.008 (Left) seems to soldier on providing an hourly service, seen departing from Lake. It remains to be seen what will happen during the summer, but it is hoped that unit 007, currently on overhaul, will soon be available. Elsewhere near the station, this planter (Below, Left and Right) has recently been installed, depicting 1938 Tube Stock.

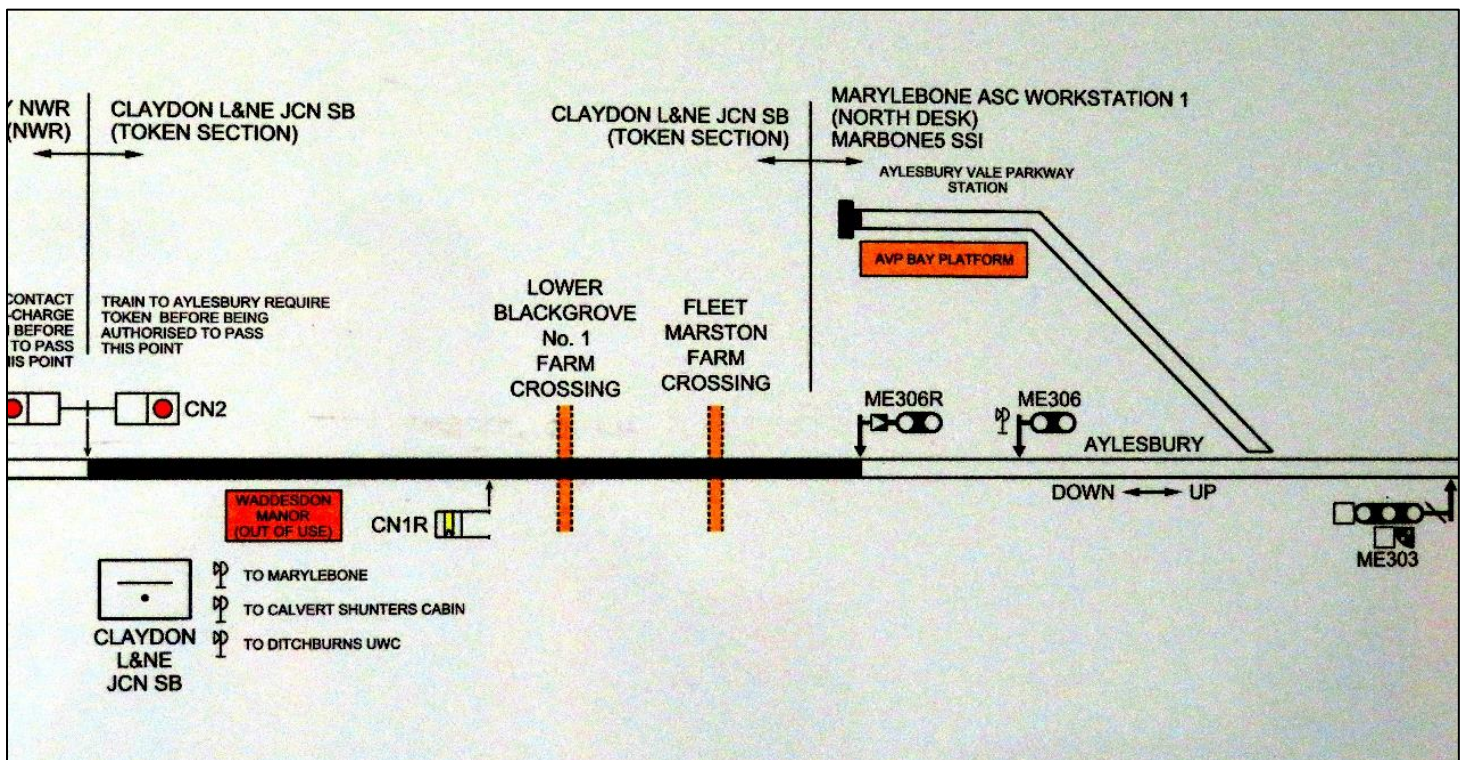
All photos: Paul Bradley



WADDESDON MANOR

Opposite: (Top) Further to NF 35/20 in the previous issue, here are two views of the site of the former Metropolitan Railway station at Waddesdon Manor, looking south (Left) towards Aylesbury and looking north (Right) towards Quanton Road, with the new signal box, which is hardly a design classic!





Above: The signal diagram of the area, which shows the site of Waddesdon Manor, at bottom left and Aylesbury Vale Parkway station at top right of centre. Although the former station is shown as Waddesdon Manor, it was in fact renamed "Waddesdon" on 1 October 1922 and closed 4 July 1936.

All photos: Paul McLauchlan

CITY ROAD – BUNHILL ENERGY CENTRE

The Bunhill 2 Energy Centre began capturing excess heat from the London Underground to help warm over 1,000 buildings in the UK capital, which was officially launched on 5 March 2020. A perforated red-metal pavilion by Cullinan Studio distinguishes the Bunhill 2 Energy Centre, which occupies the site of the disused City Road Underground station that once formed part of the City & South London Railway. It provides heating and hot water for hundreds of homes and several public buildings in the borough of Islington, helping to reduce heat bills, carbon emissions and air pollution in the capital. It claims to be the first heat network of its kind in the world.

Bunhill 2 Energy Centre relies on a large underground fan that extracts hot air from the Northern Line's tube tunnels and uses it to heat water that can be transferred to the neighbourhood.

The completed Energy Centre follows two years of construction, other than paving which is still to be done, but at least hoardings are finally removed. It is not an unattractive building with a large panel on the Central Street side explaining the recycling of heat from the London Underground network for cheaper greener heat for local homes and the cooling of the Underground by blowing back onto the tunnels the cooler air after heat has been extracted. Note the shorter black tiled building to the right on the City Road side which has a double doors leading down to the disused station. The giveaway is the adjacent inlet box cover with words LFB Dry Falling Main, (as opposed to tall buildings which normally have a Dry Rising Main for the fire brigade to use).



Both photos: Roger Tuke on 6 March 2020

LONDON BOROUGH OF CULTURE

G PAY



Further to the photograph of a roundel referring to the 'Borough of Cultures' roundel at Kilburn (see *Underground News* for March 2020, page 161), the waiting room at Kilburn station has also been adorned with the slogan. Other roundels may also be seen at Preston Road (and presumably at other stations in the borough, too).

London Underground's iconic yellow Oyster readers are getting a make-over. From Monday 9 March 2020, current Oyster card readers will look a little different, thanks to an exclusive sponsorship deal with Google. The £1.5-million sponsorship deal will see the traditional yellow Oyster readers replaced by a new Google Pay (G Pay) sponsored design in all 275 LU stations. A total of 5,686 readers across the network will be replaced and swapped with Google's labels.

Photo: Antony Badsey-Ellis

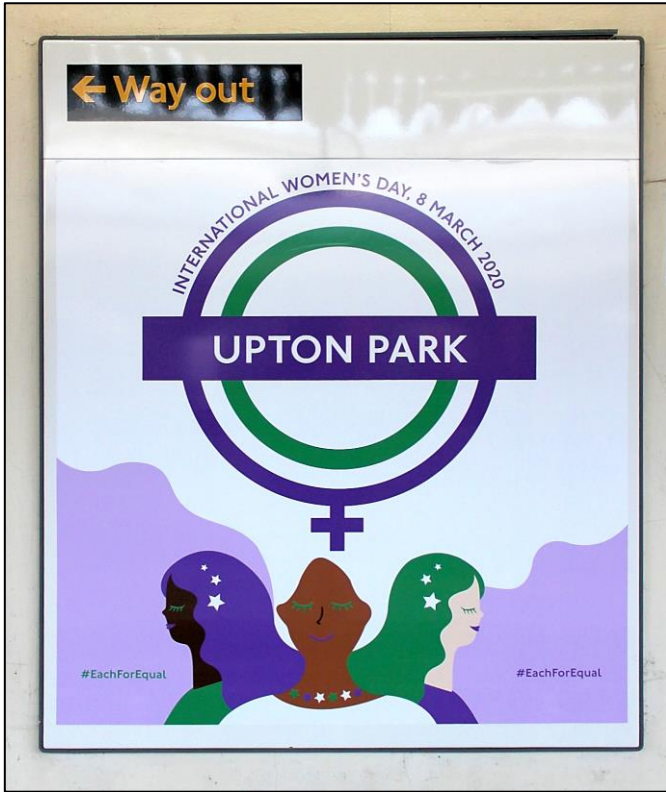
Photo: Transport for London

SIEMENS MOBILITY – GOOLE

Piccadilly Line train production is reported on target to start from August 2021, with the first new train into service from Autumn 2024, and all existing trains replaced by mid-2026. Surprisingly, an official visit to the 'proposed' Goole site on 10 March 2020 could only have a group photo before a 'coming soon' sign. UK production was part of the deal offered by Siemens to gain the contract for potentially 250 trains for four lines. The pre-production trains were always expected from Europe, with perhaps some early production trains. The Programmes and Investment Committee meeting on 5 March 2020 heard only 50% of the rolling stock would be built in Goole, so only around a year of production for the new factory. Funding for follow on orders for other lines currently looks unlikely!

INTERNATIONAL WOMEN'S DAY

The London Underground roundel was redesigned and installed at five Underground stations just prior to International Women's day on Sunday 8 March 2020. Covent Garden, Maida Vale, Seven Sisters, Upton Park and Victoria stations had roundels in green, purple and white inspired by the suffragette movement that played a key role in the fight for women's rights. Upton Park's connection was the starting station of Hannah Dadds' career before she went on to pass the qualifications to become one of the Underground's first female Underground train drivers in 1978 on the District Line. The roundel depicts three women, representing the coming together of women in solidarity, friendship and support.



Photos: Victoria – Brian Kemp, all others Kim Rennie

STONE TRAIN



Above: Rarely photographed (on LU territory) is the regular stone train into and out of Ruislip depot, this being seen on 24 March 2020, reverse shunting into the engineers' side of the depot.

Photo: Keith Roberts

OSTERLEY STEP-FREE



During the small hours of 23 March 2020, Osterley received its second lift tower and associated landings.

IMPROVED ESUBs

Electronic Service Update Boards (ESUBs) have started being upgraded with a new software to improve the way passenger information is displayed at stations (see also *Underground News* for November 2019, page 645). The first line to be dealt with will be the Jubilee Line, to be followed by other lines in turn.