

NEWS AND NOTES



ART ON THE UNDERGROUND

This map of green spaces in Brixton addresses the legacies of the British empire and celebrates local botanical education, community gardening and food growing initiatives, whilst looking at gardens as places to consider injustice, oppression and colonial legacy.

The map features seven green spaces in and around Brixton, which detail the entwined histories of colonialism and botany, and signpost local community gardening initiatives. It also features a kid's trail, a glossary which queries the common use of colonial and racist language in horticulture, a reading list and a list of additional local green spaces.

By unearthing sensitive histories, the *Brixton Botanical Map* highlights green spaces as sites of learning, loss and remembrance, but also of radical action and possibility.

WIMBLEDON PARK



As reported in the previous issue (NF 86/21), the new lift at Wimbledon Park was commissioned on 20 August 2021.

Both photos: Transport for London

KENNINGTON





Above: (Left) Kennington Park ventilation/access shaft almost complete, main hoarding partway down, temporary offices still there, but relandscaping works underway.

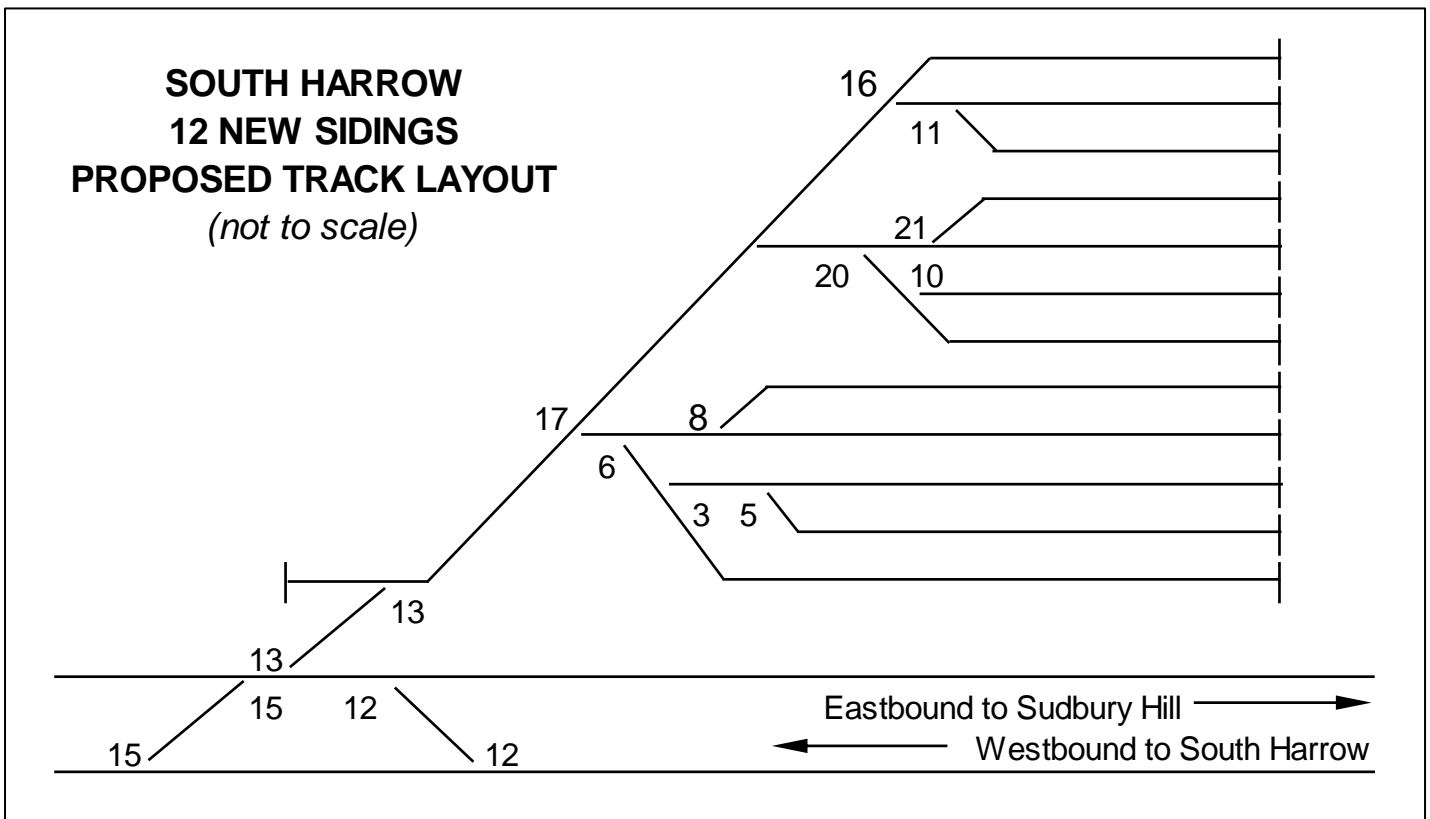
Above: Kennington Green, ventilation/access shaft appears complete, all hoardings down and grass on "the green" reinstated.

Both photos: Roger Tuke

Left: The existing cross passages that were sealed off at Kennington when the new ones were opened were themselves reopened recently, now complete with fire doors to each platform. This is from the southbound Charing Cross branch platform looking towards the southbound City.

Photo: Brian Kemp

SOUTH HARROW



WHITECHAPEL

The original entrance to Whitechapel station on Whitechapel Road reopened on Monday 23 August 2021, with the addition of step-free access to both the LU and LO platforms. A new public footway through the station connects Whitechapel Road to a new entrance on Durward Street, which does not require users to pass through the gateline. The temporary station entrance, which has been in use on Court Street since 2016, closed at the end of traffic on Friday 20 August 2021 and (we are now told) will be demolished.



Above: The new free-standing station name totem outside the station (Left). Above the rebuilt entrance, the eight 'windows' have given way to posters featuring women on the Underground over the years (Right).

Below: The main and rebuilt entrance to Whitechapel station on the Whitechapel Road (Left), while the new entrance in Durward Street is seen (Right).

Photos: Brian Hardy (Above, Right) and Kim Rennie (all other photos)



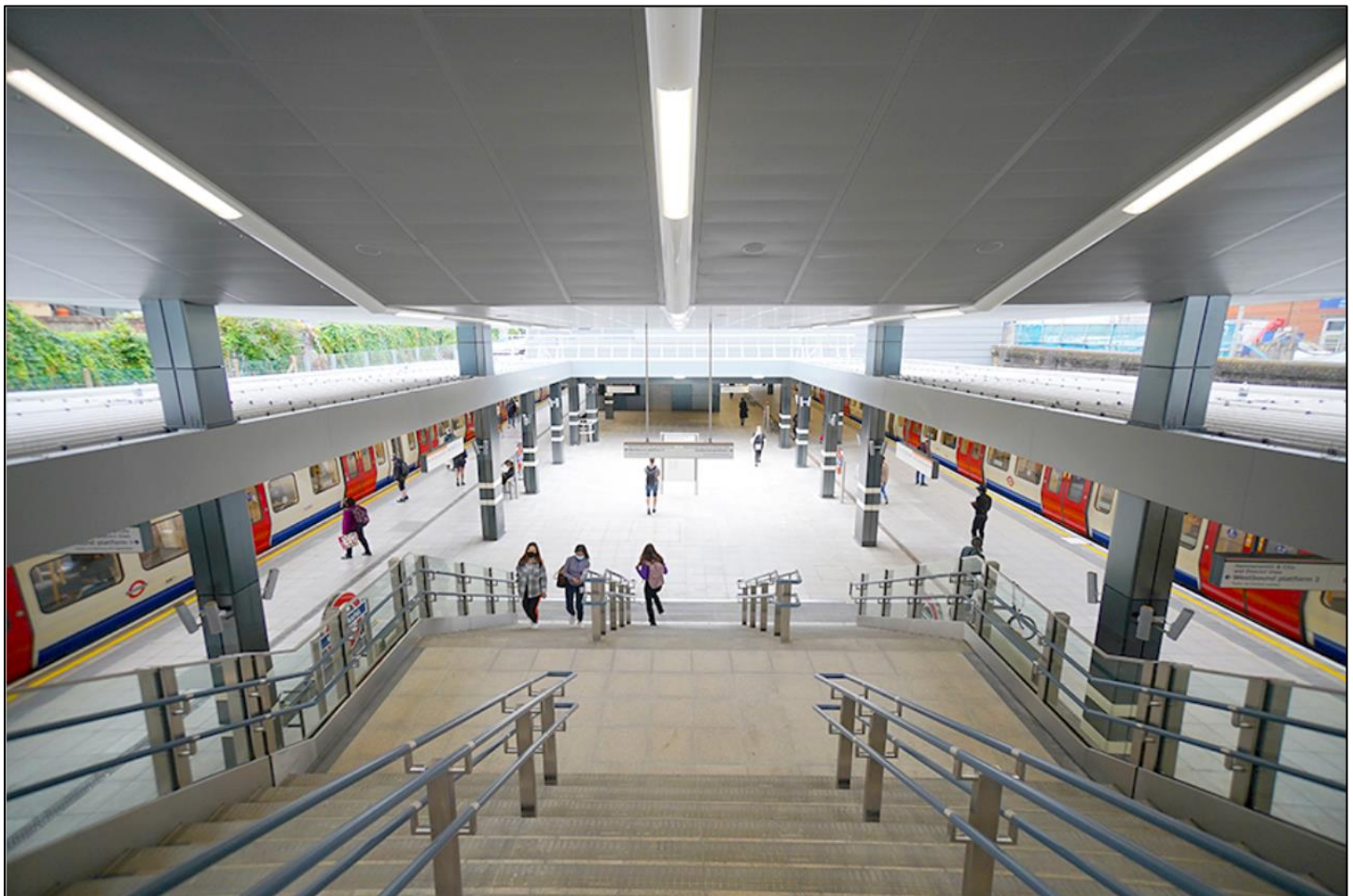


Above: Opening day of the new station facilities at Whitechapel, taken from the eastbound platform looking over to the now wide westbound platform. At present, seven new lifts were commissioned on 23 August 2021.

Photo: Colin Smith

Below: Looking down at the wide island platform from the 'paid' side of the ticket barriers. It is now hard to imagine that there were two tracks and platform faces in the centre.

Photo: Kim Rennie



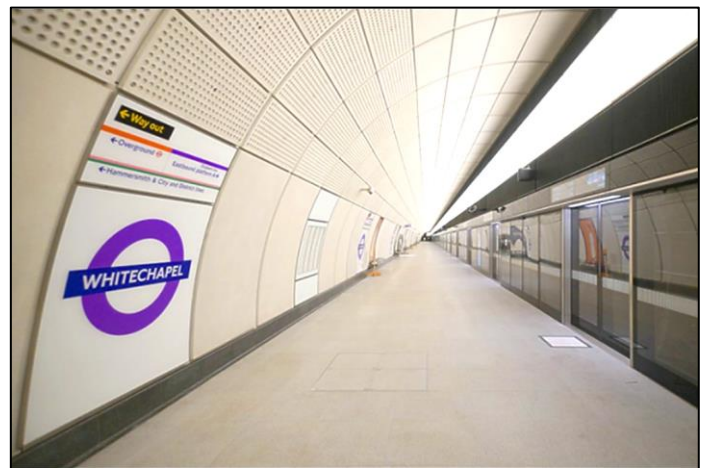
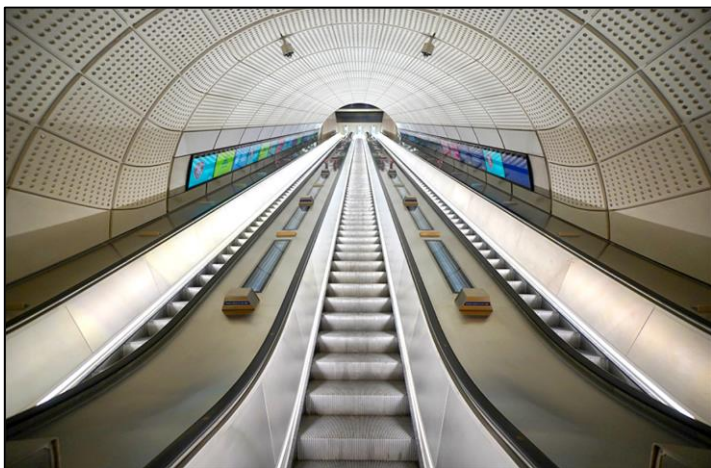


Top: (Left and Right) A double-sided free-standing roundel on the eastbound platform – this side would have been better blank maybe?

Above: (Left) The temporary entrance which closed at the end of traffic on 20 August 2021, which will be demolished in time.

Above: Taken from the bridge over the East London Line platforms, this looks up towards the ticket hall and eventually the gateline and exit.

Left: Staying firmly closed for the time being is the entrance to Crossrail, where three escalators will lead down to the platforms.



Above: From the gates in the photo above, three escalators lead down to the Crossrail platforms.

Above: (Right) Waiting for passengers, this view of one of the platforms show how long they are. For the time being, trains will be nine cars in length although the platforms are 12-cars long.

Photos: Transport for London (Above, Left and Right), all others Brian Hardy

CROXLEY



Above: Not previously reported but noted in October 2020 was that the entrance at Croxley Station (Left) was being refurbished, with parts stored on the opposite side of the road (Right).

Both photos: David Hibbert

MORE FROM THE MAYOR

The Mayor of London, Sadiq Khan has urged the city's office workers and businesses to embrace post-pandemic hybrid working, with staff returning to offices for one or more days a week, as the prospect of more after-work socialising gives London's hospitality sector a much needed boost. "After Work Social" roundels have been installed in three central London Underground stations from 2 September 2021 as part of TfL's 'Welcome Back London' campaign to encourage people to safely return to the public transport network. This follows the installation of roundels in July with messages capturing the spirit of what has been missing (see previous issue, pages 568-569).

Right: One of the rebranded roundels on the Victoria Line at Victoria.

Photo: Transport for London



CHORLEYWOOD



A new sign (from a station blue bar?) showing CHORLEYWOOD has been fitted to the signal box facing north towards Amersham.

Photo: David Hibbert

ISLAND LINE LATEST



The first day of four-car testing was on 21 September 2021 with recently delivered D-Train units 484.002 and 484.003, seen at Shanklin.

Photo: James Pilbeam

BATTERSEA – ALMOST READY



Above: The Underground station at Battersea Power Station as seen from Nine Elms Lane on 18 August 2021. The iconic but long-closed power station forms the station's backdrop. The station opened (along with Nine Elms) on 20 September 2021 – more details of that in the next issue.

Photo: Nigel Horder

DOCKLANDS TIMETABLE CHANGES

Work has begun on reconstruction work in Beckton Depot to provide additional stabling sidings for the forthcoming new trains, other than the slight 'tweaking' of the operational times. To that end, services have been revised, although there have been no reductions of frequencies. The service revisions have been made with fewer trains in service, achieved by reducing reversing times on some services at terminal stations.

In the morning peak, there is one less train on the Bank – Lewisham service with 43 trains and 129 vehicles instead of 44 trains and 132 vehicles. Similarly, the evening peak has one less train on the Bank – Lewisham service with 41 trains and 123 vehicles instead of 42 trains and 126 vehicles.

The Monday to Friday midday off-peak had a reduction of four trains (now 32 trains, 96 vehicles), one less each from the Bank – Lewisham, Stratford – Canary Wharf, Bank – Woolwich Arsenal and Stratford International – Woolwich Arsenal services.

During the daytime 'busy' on Saturdays there are three less trains, one each from the Bank – Lewisham, Bank – Woolwich Arsenal and Stratford – Woolwich Arsenal services.

Date From	Interval (mins)	05.30 – 06.30 AND AFTER 19.00		MORNING PEAK		
		Section	Units	Interval (mins)	Section	Units
MON – FRI FROM 21.06.21	10	BAN – LEW	6x3	4	BAN – LEW	14x3
	10	STR – CAW	3x3	6-6½	STR – CAW	6x3
	10	BAN – WOA	6x3	8	BAN – WOA	8x3
	10	TOG – BEC	6x3	8	TOG – BEC	8x3
	10	STI – WOA	5x3	8	STI – WOA	7x3
For Service:		26 TRAINS	26x3		43 TRAINS	43x3
Totals:		78 vehicles	78		129 vehicles	129

EVENING PEAK 15.30 – 19.00				MIDDAY OFF-PEAK 09.00 – 15.30		
Interval (mins)	Section	Units	Interval (mins)	Section	Units	
4-4½	BAN – LEW	14x3	5	BAN – LEW	12x3	
6-6½	STR – CAW	5x3	10	STR – CAW	3x3	
8½	BAN – WOA	8x3	10	BAN – WOA	6x3	
8½	TOG – BEC	8x3	10	TOG – BEC	6x3	
8½	STI – WOA	6x3	10	STI – WOA	5x3	
For Service:	41 TRAINS	41x3		32 TRAINS	32x3	
Totals:	123 vehicles	123		96 vehicles	96	
Date From	Interval (mins)	05.30 – 11.30 AND AFTER 20.00 Section	Units	Interval (mins)	11.30 – 20.00 Section	Units
SATURDAY FROM 26.06.21	10	BAN – LEW	6x3	5	BAN – LEW	12x3
	10	STR – CAW	3x3	6-6½	STR – CAW	5x3
	10	BAN – WOA	6x3	10	BAN – WOA	6x3
	10	TOG – BEC	6x3	10	TOG – BEC	6x3
	10	STI – WOA	5x3	10	STI – WOA	5x3
For Service:	26 TRAINS	26x3		34 TRAINS	34x3	
Totals:	78 vehicles	78		102 vehicles	102	
Date From	Interval (mins)	07.00 – 11.30 AND AFTER 18.00 Section	Units	Interval (mins)	11.30 – 18.00 Section	Units
SUNDAY FROM 27.06.21	10	BAN – LEW	6x3	5	BAN – LEW	12x3
	10	STR – CAW	3x3	10	STR – CAW	3x3
	10	BAN – WOA	6x3	10	BAN – WOA	6x3
	10	TOG – BEC	6x3	10	TOG – BEC	6x3
	10	STI – WOA	5x3	10	STI – WOA	5x3
For Service:	26 TRAINS	26x3		32 TRAINS	32x3	
Totals:	78 vehicles	78		96 vehicles	96	

RAIL ACCIDENT REPORT INTO THE FATAL ACCIDENT AT WATERLOO UNDERGROUND STATION ON 26 MAY 2020

RAIB Report 05/2021 published 7 September 2021

At about 10.10 on 26 May 2020 at Waterloo station, a passenger fell into the gap between the sharply curved northbound Bakerloo Line platform and the train from which he had just alighted. The train departed with the passenger still in the gap, and he was subsequently found deceased. At the time, there were no staff or other members of public nearby to assist the fallen passenger or to raise alarm. The event occurred early in the Covid-19 pandemic, and the rail system was then exceptionally quiet.

The investigation was mainly concerned with LU's risk assessment processes. It found that risks were assessed on a line-wide basis, which ignored higher risks at curved platforms, despite additional precautions being employed at such locations, e.g. platform markings, lighting within the gap and 'mind the gap' announcements. It found that LU risk assessment was only concerned with fatalities and therefore understated risk by ignoring serious non-fatal accidents. It recommended ongoing evaluation of existing safety measures at stations, and periodic risk assessment of individual locations. This likely

results from the platform CCTV monitors, provided for the train driver, dating back to initial installation back in the late-1980s. There was no requirement to update equipment to meet two further upgrades of standards. It is noted that these cameras are not recorded, and are not linked with the Waterloo station control room which monitors 375 cameras distributed around the station, including on platforms.

The third report recommendation relates to the need for effective delivery of actions proposed by internal investigation recommendations. On 27 September 2015, a similar accident occurred on the sharply curved southbound Bakerloo Line platform at Waterloo, when a passenger was fatally injured after falling from the platform into the gap beside the train as it departed. LU's own formal investigation into the 26 May 2020 accident identified that further review of CCTV arrangements and use of gap fillers would be worthwhile.

John Hawkins

L92 AT THE EPPING – ONGAR RAILWAY

Below: Former GWR 0-6-0PT 5786 (later L92 with London Transport) arrived at North Weald for the EOR's Steam Gala on 11/12 September 2021, being seen at North Weald (Left) and Ongar (Right).

Both photos: Stuart Hicks



CHANGES NEAR COLINDALE



Above: Some readers will be familiar with the Northern Line north of Hendon, and where the trains emerge at the Colindale end of Hendon tunnel there used to be the Police Training Centre grounds. Now, new housing occupies some of the site, as seen on the right. A northbound train is seen on the left heading away to Colindale station, in the distance.

Photo: Keith Ward

SIGNAGE ERRORS AND AN OMISSION

Opposite: Two errors found on signs on the Northern Line recently. Whilst Clapham High Street offers outstation interchange (OSI) with London Underground at Clapham North (Top Left), no main line trains call there and is served solely by London Overground, whose OSI has been erroneously placed at Clapham South. At Bank, (Top Right) an 'n' is missing from one of the diagrams at Bank.

Both photos: Kim Rennie

BARKING RIVERSIDE PROGRESS



Above: The new station taking shape looking towards the end of the line on 9 September 2021.

Photo: Transport for London



CHIGWELL – GRANGE HILL



Taken on 13 September 2021 from the overbridge on the Hainault Road, immediately east of Chigwell station, of the embankment looking towards Grange Hill. This location is the subject of engineering work for around 18 months, due to complete in the summer of 2022. The embankment is slipping towards the track and the whole site was cleared of trees a while ago, making it look very bare. The embankment is being monitored for movement, using lots of rods inserted into the ground with the orange prisms on top. Eventually, the whole embankment will be rebuilt as a two-tier piled embankment and vegetation allowed to naturally regrow.

Photo: Richard Clowser

KING'S CROSS



A passageway at King's Cross St. Pancras in advertising "wrap" in September 2021 and featuring boxer Anthony Joshua.

Photo: Kim Rennie

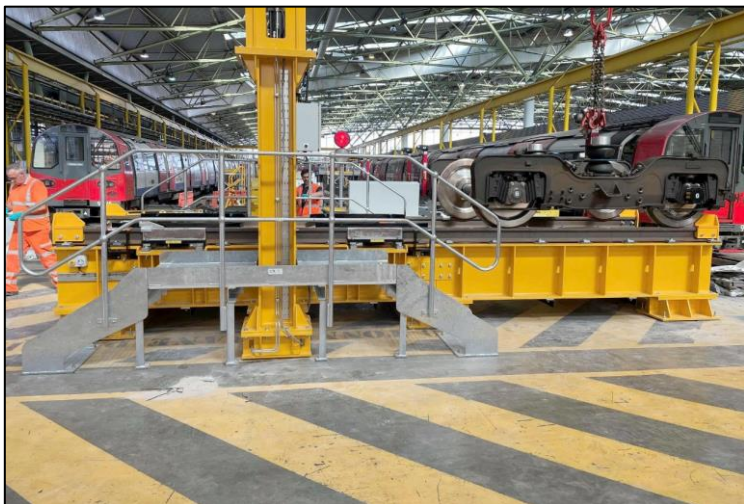
AMERSHAM



First noted on 18 September 2021 was a replica of Met. E Class 0-4-4T No.1 and two Metropolitan carriages has been constructed and installed at Oakfield Corner in Amersham. It is on a section of railway track that has been built since mid-August. Photographed on 1 October 2021.

Photo: David Hibbert

DEPOT ACTIVITIES



By mid-September, a state-of-the-art bogie press has been installed in Stratford Market Depot in advance of the Jubilee Line Heavy Overhaul Project

Photo: Transport for London



No.20 road in Morden Depot is the home of the wheel lathe, where the jacks can lift a whole six-car train in one piece.

Photo: Brian Kemp



BRIXTON

Noted at the entrance to Brixton Underground station on 26 September 2021 was new/different artwork above entrance steps. It may have been there for some time but it hasn't appeared in *Underground News*. It wasn't possible to see the usual information panel explaining the artist or subject.

Photo: Roger Tuke



SOUTH HARROW

On 27 September 2021, the 79th engineering train delivered the first of the bottom ballast needed for the new siding roads at South Harrow. During the night, the 80th engineering train entered the South Harrow Sidings construction site, the first to deliver the new track panels that for the future 12 new siding roads for the new Piccadilly Line trains, the first of these being installed on 28 September 2021.

PRIDE ROUNDELS

Opposite are a selection of the Pride roundels being installed at certain stations on the Underground system from 22 September 2021. The five stations that have had roundels installed are Vauxhall, Brixton, Caledonian Road, Hammersmith and Baker Street, two at each station. They all carry positive messages and vibrant colours as well as visual representations of the London LGBT+ community. Each location was specially chosen by the creators to best reflect their designs.

All photos: Kim Rennie

