

NEWS AND NOTES

LONDON OVERGROUND

28 June 2022 – Secondary entrance opened at Imperial Wharf for northbound LO services.

1 July 2022 – A new entrance opened at Hackney Central on Graham Road, to provide more direct access to the town centre and allow a simpler interchange with Hackney Downs station.

18 July 2022 – Opening of the 4.5 km extension of London Overground from Barking to Barking Riverside, with trains operating every 15 minutes between Gospel Oak and Barking Riverside. This means that platform 1 at Barking will no longer be used regularly by LO services, but instead using platforms 7 and 8, sharing them with c2c services. A selection of photos follows.

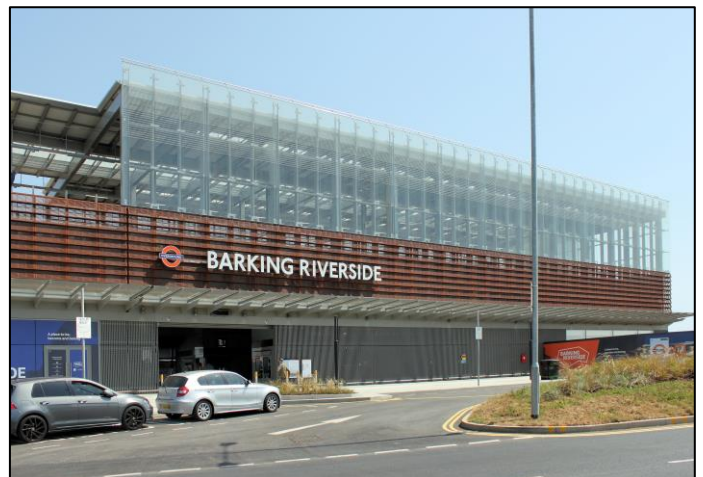


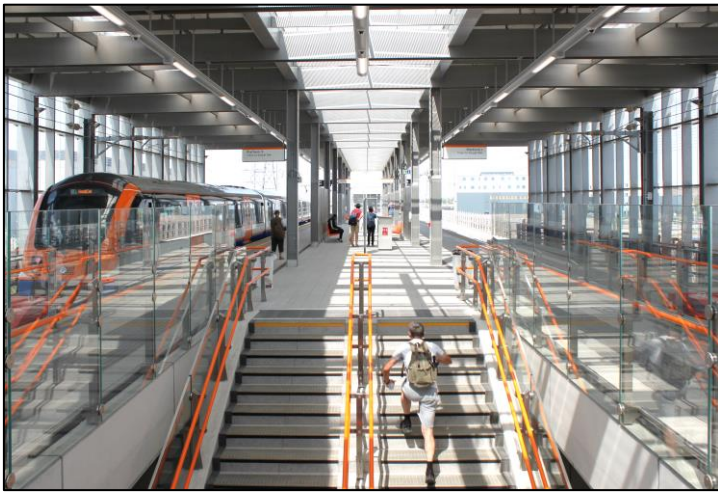
Above: A class 710 train departs from Barking Riverside on 22 July 2022, the station being perched up on a viaduct.

Photo: Colin Stannard on 22 July 2022

Opposite: (Top Left and Right) The entrances to Barking Riverside with the surrounding area still very much a building site. Much use has been made of glass on the station's train shed.

Photos: Colin Stannard (Left) and Kim Rennie (Right)





Above: (Left) Platform level at Barking Riverside looking away from the stops.

Above: (Right) The waiting area at the opposite end to the stops.

Both photos: Kim Rennie



COOLING THE TUBE

Trials are taking place with a state-of-the-art cooling panel on the disused 'Aldwych' platform at Holborn (Left) to test its suitability for reducing temperatures on the deep Tube lines. The trial comes as the UK experienced its hottest temperatures on record on 19/20 July. The cooling panel aims to provide cooler air to passengers waiting on platforms, as well as mitigating potential temperature increases associated with running an increased number of trains on the Piccadilly Line, as part of the line's future capacity upgrade.

The cooling panel works by circulating cold water around pipework within a curved metal structure to chill it. It then circulates air, using an industrial-sized fan, through gaps in the panel's structure, which in turn is cooled.

Following the trial at Holborn station and subject to funding being available, TfL will explore whether the panels could provide a cooling solution for other deep Tube lines in the future. Further testing would need to take place in a station open to passengers (Knightsbridge) before it could potentially be introduced at four additional stations on the Piccadilly Line (Green Park, Holborn, Leicester Square and

Piccadilly Circus). The Piccadilly Line was chosen for this trial as when the new, air-conditioned trains with walk-through carriages are introduced to the line from 2025, the current fleet will be gradually withdrawn from service and the frequency of trains in peak hours will rise from 24 to 27 trains per hour from mid-2027. This is a train every 135 seconds at the busiest times and represents a 23 per cent increase in peak service capacity. Although currently unfunded, line-wide re-signalling would enable TfL to increase train frequencies on the Piccadilly Line to 33 and then 36 trains per hour. It is at this point that additional cooling at five Piccadilly Line stations would be necessary.

Photo: Transport for London

OLD STREET

PARK ROYAL – ALPERTON



On Thursday 28 July 2022 a new main entrance was opened to the public at Old Street station on the central peninsula area of the old roundabout. This allows closure of the final Subway 3 entrance on the southwest side of junction, thus allowing the final phase of the surface and subsurface works to begin.

Photo: Transport for London

Right: E-on Next and TfL Tiny Gardens are appearing at several locations, for example, such as here at Becontree, and also at West Brompton.

Photo: Colin Smith

DOOR REPLACEMENT 2009 TUBE STOCK



IS IT THAT LONG AGO?



Over the weekend of 2/3 July 2022, the Piccadilly Line was suspended between Acton Town and Uxbridge for embankment stabilisation work on the westbound side. Since then, work has continued apace during traffic hours in a safe environment, as seen (Above).

Photo: Transport for London

TINY GARDENS



Left: Work has begun on replacing the doors on the Victoria Line's 2009 Tube Stock. The first train was taken out of service on 26 June 2022 and took just over four weeks to complete – on 1 August 2022. Thereafter, work will continue on the rest of the fleet, train by train, the project of 47 trains taking some two years. It will be recalled that 49 trains of 2009 Tube Stock were built, but the original Trains 1 and 2 were scrapped as they needed costly work done to make them standard.

Photo: Transport for London



Above: In the 1980s 'doldrum' years on the Underground, when most services were reduced, there was sufficient stock on the District Line to enable the A Stock on the Metropolitan and East London lines to be converted to one-person-operation. To that end, between April 1985 and May 1987, three-car units of D Stock provided the East London Line service. DM 7522 is about to lead northbound from New Cross bay platform, with the main lines to the right.

Below: Between September 1986 and May 1988, five trains of 1938 Tube Stock returned to service on the Northern Line, the first being the "Starlight Express (10291+11012), seen here at Morden. Towards their end, they began to look uncared for as this photo of 10291 shows.

Both photos: Ian Docwra



CHANGES AT LIVERPOOL STREET

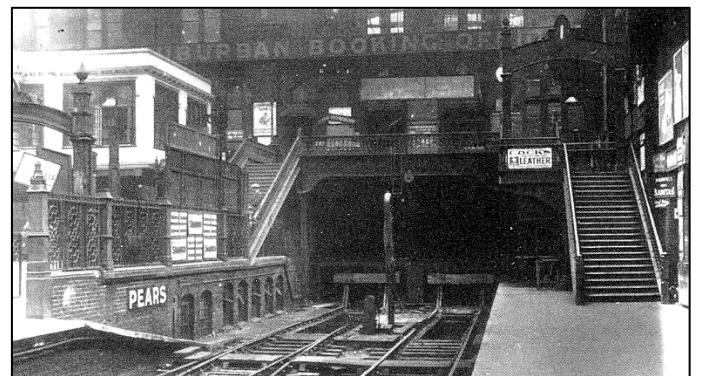
Demolition work on the eastbound approach to Liverpool Street SSR has seen the long-disused tunnel mouth to the Great Eastern Railway station revealed, offering a brief glimpse of it from passing trains. The route into the main line station was opened on 1 February 1875 when the Metropolitan Railway was extended from Moorgate Street. The Metropolitan Railway station at Liverpool Street – then known as Bishopsgate – was then incomplete. However, just over five months later on 12 July 1875, the Metropolitan Railway station opened and the line into the GER station closed for normal passenger use, although the tracks remained in situ for occasional special workings for some years, the junction being severed in 1907 although the tracks remained until c.1916.



Above: (Left) An eastbound S Stock train approaches Liverpool Street. The line curved around to the right of the train. The Metropolitan Railway signal box opened on 1 February 1875 and until the Metropolitan Railway station opened some five months later, served as a block post between Moorgate and Liverpool Street main line station. The signal box survived as such until the end of traffic on 15 December 1956, then becoming an Interlocking Machine Room (IMR) with signalling controlled from Farringdon. It finally became disused when the new CBTC signalling was commissioned in stage SMA3 on 6 March 2021.

Above: (Right) The now exposed tunnel portal that led to Liverpool Street main line station, platforms 1 and 2. After abandonment and years of disuse, a staff canteen was built in a part of it, used by main line and London Transport (buses and Underground) staff until the privatisation of LT's catering.

Both photos: Keith Ward



Left: A late-1950s view of the eastbound approach to Liverpool Street. The original track alignment curved in line with the building on the right. The brick building on the right was a relay room, built in 1956 when the signalling in the area was transferred to Farringdon – it is now demolished. Metropolitan loco No.11 “George Romney” is seen with an arriving train while No.4 “Lord Byron” waits in the spur to take the train away.

Above: (Right) the connection at Liverpool Street between the Metropolitan Railway and Great Eastern came out into platforms 1 and 2 at the latter. This view, c.1920, is taken from platform 1 looking towards the Metropolitan Railway. Nothing of this remains to be seen today.

Both photos: LURS Collection

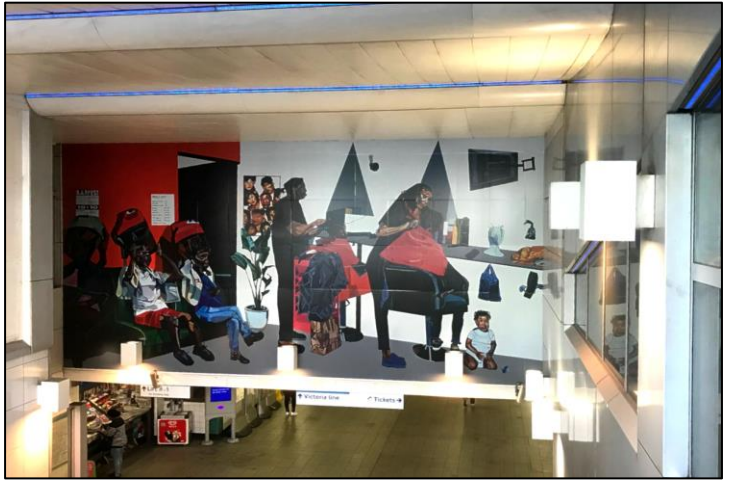
CBTC MASTS

BRIXTON



Prior to the recent weekend testing of SMA6 and SMA7 at the east end of the District Line on 13/14 August 2022, some CBTC masts sprouted additional antenna. These at Upney on 17 August show the additions to the right. It's thought these avoid disturbance by foliage and bridges.

Photo: Dstock7080



Following on from Kim Rennie's review of the May 2022 Tube Map with its cover by artist Joy Labrinjo in the September issue of *Underground News*, her artwork above the entrance staircase to Brixton station was installed in in late-May 2022.

Photo: Roger Tuke

OPPOSITES – AT FARRINGDON



EALING BROADWAY



Between platforms 5 and 6 was this enamel sign (*Left*) newly updated for Elizabeth Line, seen on 27 April 2022. On 30 June it had been covered with a crude cardboard sign (*Centre*) with new directional information. On 17 August 2022, that sign had been fully replaced (*Right*) with a new enamel version!

All photos: Colin Smith