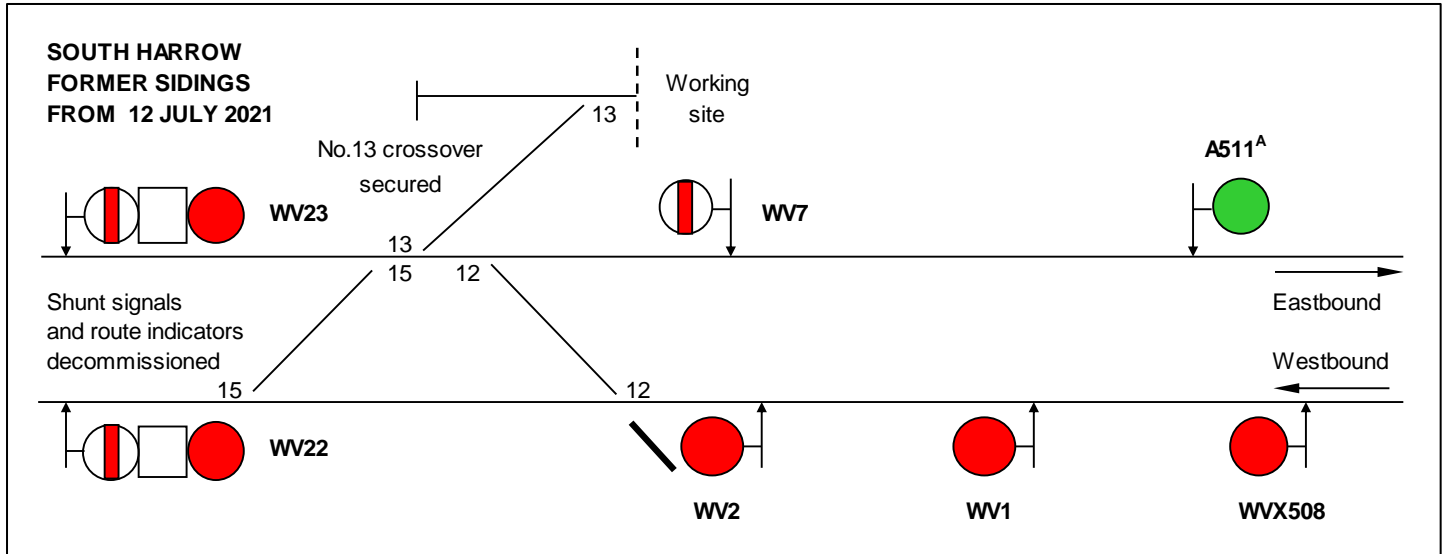


# NEWS AND NOTES

## SOUTH HARROW – PHASE 2

The second phase of the work to provide six additional siding roads at South Harrow began on Monday 12 July 2021 with the closure of the remaining four and all traction current isolated from 07.30, after the last train had entered service at 07.12. The four trains stabling overnight there have temporarily relocated to Uxbridge Sidings (1 train) and Northfields Depot (3 trains), while the Metropolitan Line train ousted from Uxbridge Sidings has been relocated to Neasden Depot.

The extra Piccadilly Line train from Uxbridge runs empty to South Harrow, to form the first eastbound train in passenger service that starts from there at 05.16 (06.49 Sundays). However, the revised workings of the relocated trains meant that extended gaps of between 20 and 25 minutes applied at the extremes of the day



## THE ELIZABETH LINE COMMITTEE

The Elizabeth Line Committee on 15 July 2021 learnt that trial running of 4tph through the central tunnel commenced on 10 May 2021, increasing to 8tph from 7 June. Following upon an 18-day construction blockade which started on 21 June 2021, it is planned to trial 12tph to match the opening schedule. A demonstration of 24tph will be trialled over the summer months to match the final intended public schedule. Trial operations to confirm that the line is passenger ready depend upon remaining stations being commissioned, an update to the train and signalling software, and a safety case showing that systems are integrated and tested. Whitechapel and Canary Wharf stations are expected to be handed over to TfL in late summer. Bond Street station is expected to meet trial operation requirements, but may not be available for public service when the line initially opens. The start of trial operations is expected between January and April 2022, permitting the start of public service sometime between April and June 2022.

A revised plan to integrate the eastern and western branches into the central area service was also revealed. It has always been the intention to connect the Shenfield branch into the central tunnel section about six months after that opened to the public, with the Reading and Heathrow services integrated a further six months later. The new plan is to connect current services to the central area at the same time, with Shenfield services terminating at Paddington, and western branch services running through to Abbey Wood. After six months, the full planned Crossrail services would then be introduced, providing through working between branches to schedule. This change may reduce costs and boost income and, with fewer drivers and trains needed initially, it provides more spare cover and additional resilience. It avoids the original intention of terminating 24tph at Paddington, and creates flexibility to introduce the initial stage outside of a National Rail timetable change.

## 2024 TUBE STOCK



**Left:** The 2024 Tube Stock train profile jig in use at Caledonian Road in late-June 2021.

**Photo:** Transport for London

The 1973 Tube Stock has a floor height of 725mm. However, it can vary from as low as 698mm for 1938/56/59/62 Tube Stocks and up to 761mm for 1995/96 Tube Stocks.

The 1,690mm door width on the 2024 Tube Stock compares favourably with 2009 (Victoria Line) and S Stocks at 1,600mm, and current maximum on the Underground of 1,664mm on 1992 Tube Stock.

The Piccadilly Line upgrade team visited Cockfosters train crew depot on 18 June 2021 to

carry out seat comfort trials for the cab seats on the future 2024 Tube Stock, with other depots to be visited in the near future. This is interesting, in that the previous Transport Commissioner for London and Boris Johnson said future new trains wouldn't have cabs!

Readers will be interested in this article "Piccadilly Line trains: a journey from 1891 to 2025" by Malcolm Dobell <https://www.railengineer.co.uk/piccadilly-line-trains-a-journey-from-1891-to-2025/>

## EALING COMMON DEPOT EAST END



Work to relay track at the east end of Ealing Common Depot began on 26 June 2021 with work being completed by start of traffic Monday 19 July. These two photos show work in progress, looking west (*Left*) and across to "The Alps" sidings in the distance (*Right*).

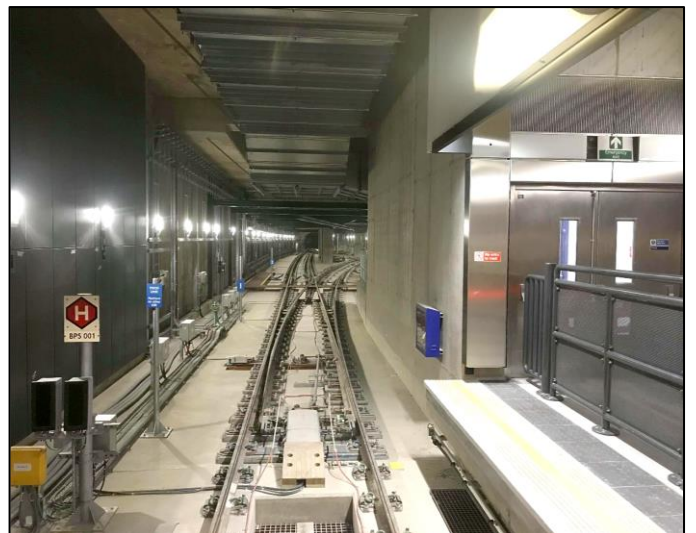
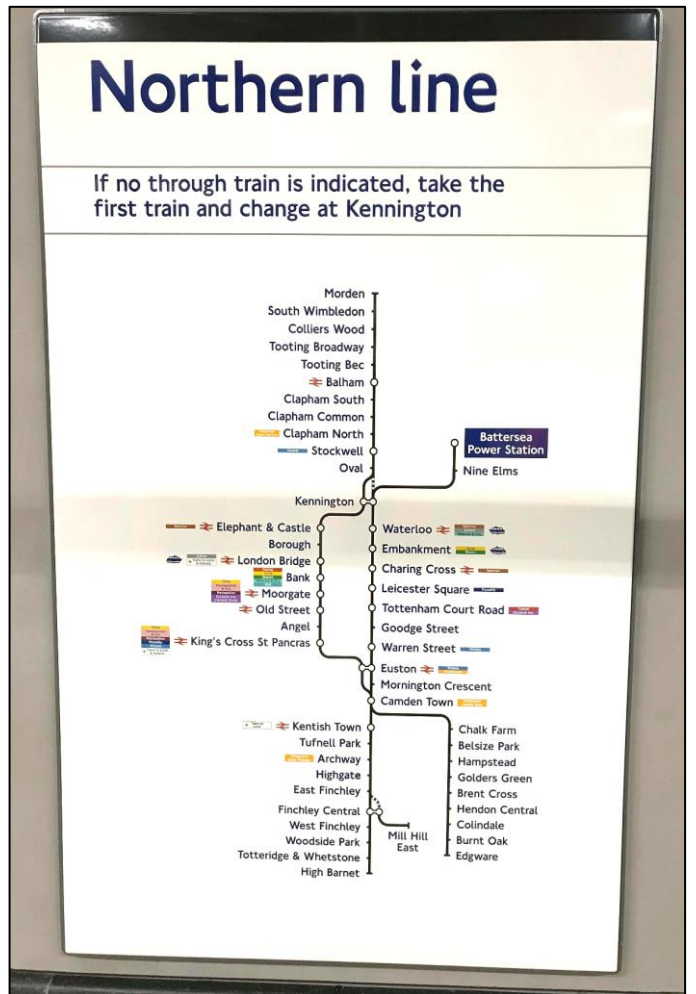


**Both photos:** Transport for London

## BATTERSEA EXTENSION – OPENING GETS NEARER

The opening of the Northern Line Extension from Kennington to Battersea Power Station gets nearer, with September 2021 being the expected month – the exact date to be confirmed nearer the time. These photos take a look at the two stations at platform level in early-July 2021.

**All photos (Overleaf):** Mark Cole



Apart from the cones and tape, Nine Elms (*Top, Left*) is looking almost complete, even more so at Battersea Power Station (*Top, Right*). The platform level at Battersea Power Station (*Above*) with Northern Line diagrams on both walls. The station line diagram (*Above, Right*) shows the whole of the Northern Line and correctly shows that Battersea will be served by Charing Cross branch trains only. If proposals for the new timetable come to fruition, the diagram is out of date before it starts, because it is reported that Mill Hill East will have a through service off peaks and not a shuttle as now. Although not clear, interchange at Tottenham Court

Road is shown as Elizabeth "Line", the first on a line diagram? No other interchanges boxes have "Line" (not even Victoria and Jubilee) – the start of a confusing mix? – and presumably Nine Elms will be the same ... Awaiting departure from Battersea Power Station (*Opposite, Lower Right*) looking north showing the pointwork, which is part of a scissors crossover.

## EAST HAM WATER TOWER



**Above:** Noted on Monday 5 July was that a start had been made on the demolition of the water tower, just west of the station on the westbound side at East Ham. The top section of the tank has been cut into pieces and put on the ground which remained so two weeks later. There were also water towers at Barking and Upminster provided by BR for LT steam locos. **Photo: DStock7080**

at platform level) and will have a total of 15 escalators and seven lifts. Two of these are inclined lifts at the Broadgate entrance to take passengers from street to platform level.

When the line opens, the station will have a central concourse linking Liverpool Street and Moorgate stations. The Moorfields ticket hall at Moorgate station was closed in 2011 for Crossrail improvements.



**Above:** The newly opened entrance to Moorgate (Left) and one of the existing entrances diagonally opposite (Right).

## MOORGATE/LIVERPOOL STREET CROSSRAIL

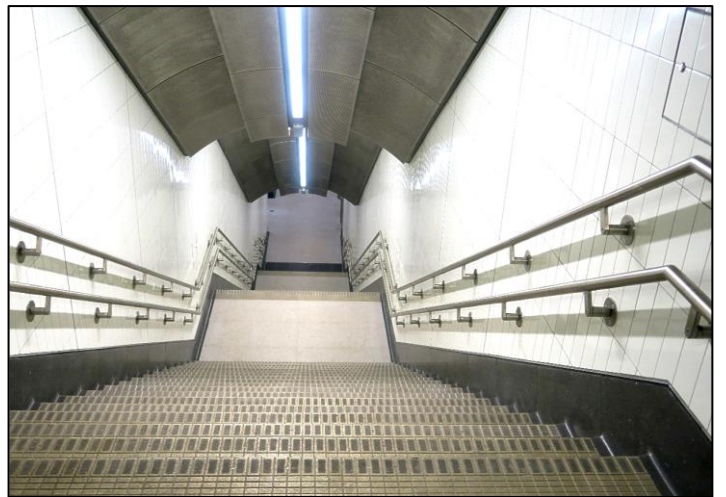
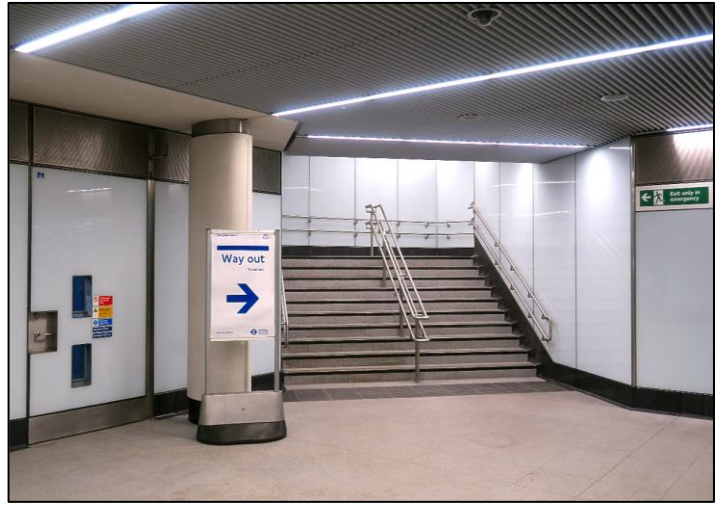
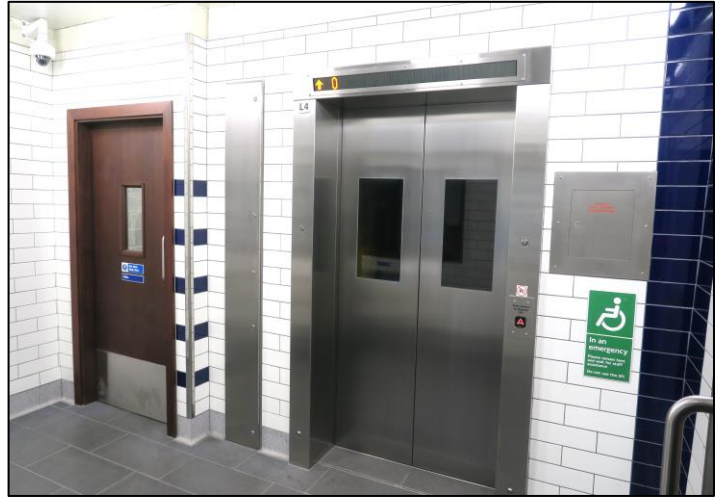
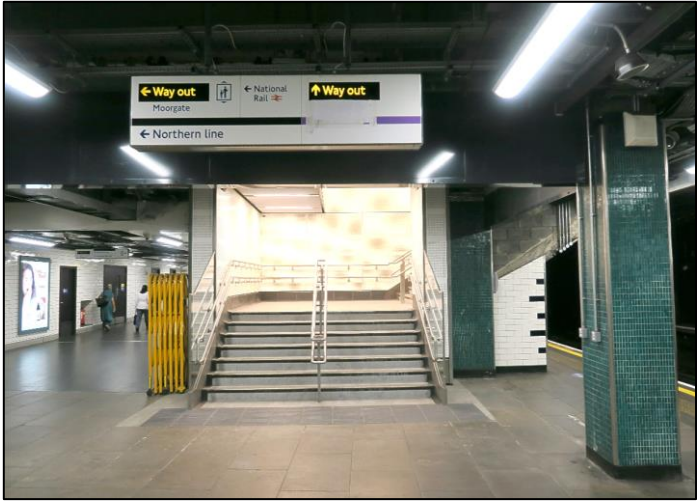
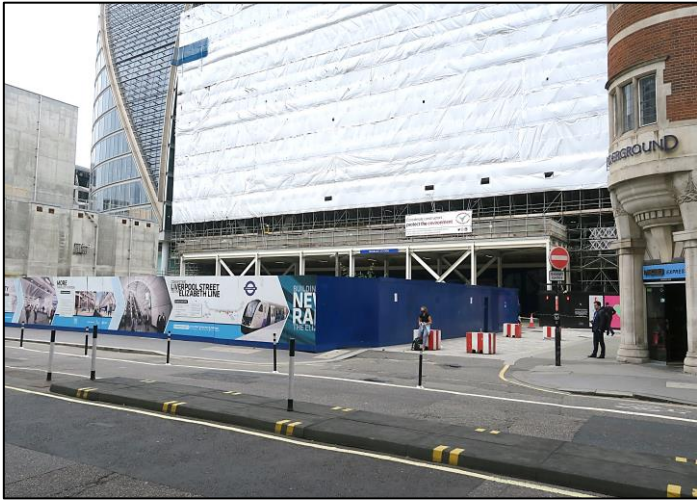
At midnight Friday night 2 July, Liverpool Street Crossrail station was handed over to TfL. However, the Crossrail part of the station is monitored by the station control room at Moorgate. Passengers at Liverpool Street will be able to use Moorgate station, as well as the new entrance in Broadgate at Liverpool Street, to access Crossrail services when opened.

As part of the work undertaken by Crossrail, a refurbished station entrance for Moorgate station on Moorfields opened on Monday 5 July 2021 with step-free access provided to the Circle, Metropolitan and Hammersmith & City lines, with new lifts serving the eastbound and westbound platforms. Step-free access to the Northern Line at Moorgate using new lifts will be available when Crossrail opens, although there will be no lift access to the Great Northern platforms which are above the Northern Line.

The new entrance is more spacious at 65 metres wide, with a longer gateline, six new ticket vending machines and passenger information screens. The rest of the new Liverpool Street Crossrail station will open with the start of cross-London services in the first half of 2022. Liverpool Street Crossrail station is the deepest of the new central London stations (which is 34 metres below ground



**Both photos: Brian Hardy on 13 July 2021**



**Opposite:** (Top, Left) The area to the new Moorgate entrance still has hoardings and there is still much to be done to the facade and area to its front.

**Opposite:** (Top, Right) In the new and much enlarged ticket hall, looking over to the Station Operations Room on the right, lift No.4 to the eastbound SSR platform to the left and stairs down to the left of that.

**Opposite, Second from Top:** (Left) The SSR eastbound platform with the stairs to the new ticket hall and passageway to the Northern Line and Great Northern to the left.

**Opposite, Second from Top:** (Right) The lower lift landing to lift No.4, in an enclosed lobby.

**Opposite, Third Row:** (Left) Lift No.1 takes passengers between the westbound SSR platform and the new ticket hall. It will eventually take passengers down to a mid-level link passageway, where there will be a separate lift to another link passage (which will lead to another lift, but up to the Northern Line) and further down to Liverpool Street Crossrail.

**Opposite, Third Row:** (Right) Platform level on the westbound SSR platform with stairs to the new ticket hall.

**Opposite:** (Bottom, Left) Lift No.5 on Northern Line platforms 7 and 8 will take passengers down to a link passage, where another lift will take them down to Crossrail or up to another link passage, and then in another lift to the westbound SSR and then street level.

**Opposite:** (Bottom, Right) It is assumed that these stairs, barred off for the time being, will also lead down from the Northern Line to the link passage.

**All photos: Brian Hardy on 13 July 2021**

## LIVERPOOL STREET CROSSRAIL



**Above:** Elizabeth Line sign standing at the junction of Liverpool Street and Blomfield Street. The station entrance to Crossrail is to the right.

**Above:** The Crossrail entrance to Liverpool Street, not yet opened but appearing to be almost ready. Three escalators and one inclined lift lead down to a new ticket hall. Above the escalators is the City of London's crest, noting their financial contribution to the project.

**All photos: Brian Hardy on 13 July 2021**



**Above:** Electro-diesels 73.119/36 returned LU's heritage 4-TC set from the Mid Hants Railway gala to West Ruislip and Ruislip LU Depot on 28 June 2021 but was delayed on Woking Up loop No.1 as the driver needed a pilot forward, seen here at Virginia Water. The 4-TC coaches' normal motive power on LU (No.12) remains at Eastleigh.

*Photo: Stuart Hicks*

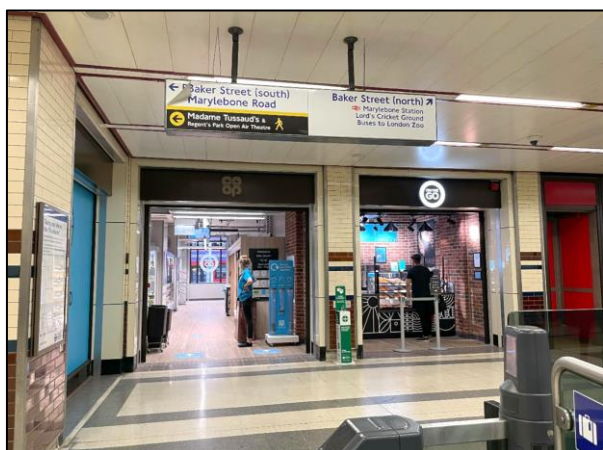
### 1031 AT NORTH WEALD



**Above:** Now resident on a section of track with dummy current rails, 1959 Tube Stock 'heritage' DM 1031 (ex-1085) is seen at North Weald on 4 July 2021.

*Photo: Stuart Hicks*

### NEW FLAGSHIP CO-OP SHOP OPENS IN BAKER STREET STATION



**FUTURE SSR STABLING ?**



**Above:** Noted on 21 June 2021 was that the east end of Whitechapel District Line island platform has been opened out with more visible. The temporary canopy surrounding the west end entrance/exit (which will become emergency access only) has been removed, allowing more light onto the platform.

*Photo: Brian Hardy on 2 July 2021*

### THE ERRANT RAIL GRINDER



**Above:** Having failed at Harrow-on-the-Hill on 26 June 2021, the Schweerbau rail grinder has remained at Neasden Depot (see also NF 71/21).

*Photo: Ian Grainger on 2 July 2021*



**Both photos: Sinclair Spencer  
NETWORK SOUTHEAST LIVES ON**



*The west end of Barbican, looking into the abandoned City Widened Line tunnels. From east of Farringdon to Moorgate on the CWL is to become stabling accommodation for S Stock – if the plan is still alive ...*



*Despite being retiled and (mostly) re-signed, there remains the occasional NSE signage at Moorgate on Great Northern, despite the demise of NSE in 1994.*

***Both photos: Brian Hardy***

## **FOUR LINES MODERNISATION PROGRAMME**

An update on the Four Lines Modernisation Programme (4LM) was presented to the Programmes and Investment Committee on 21 July 2021.

Timetable enhancements are now expected in September 2021, with reduced run times on the north side of the Circle Line and an extra trip each peak. Then May 2022 will see reduced run times around the Circle Line, with no additional trains, and possibly a 30tph timetable in May 2023 if passenger demand has returned. Further service enhancement also depend upon demand with 32tph in the central area, dependent on Aldgate junction performance, after February 2024. The Metropolitan Line service could increase to 24tph after March 2022, to 26tph after February 2024, and to 28tph after October 2024 – all dates remain under review.

All trackside signalling assets are installed except to Uxbridge, which should complete by mid-2022. The last of 37 signal equipment rooms will be ready for Thales by September 2021. The installation of the cable route management system is near complete, with 235km of the 241km total installed, and the signal cable installation is in progress with 1,200km remaining from a total of 5,935km, with completion expected in July 2022. Future extension of the new signalling to the District Line western branches remains under review. A further update is promised when high risk development of software on the interoperable sections of the Metropolitan Line has progressed

Upgrade works at Ealing Common Depot will see final fit-out of EC1 shed completed this year. Along with the already completed upgrade of Upminster, this will deliver casualty and planned maintenance facilities for the S7 fleet. The Heavy Maintenance Facility works at Neasden Depot, when complete in 2023, will enable planned overhaul of the S8 trains.

All 29 battery locomotives have been fitted with the new signalling equipment, along with one of the Rail Adhesion Trains, with the second due to be completed by January 2022.

## **PICCADILLY LINE UPGRADE STAGE I**

The Piccadilly Line generates more than 10% of LU's total ridership, with approximately 202 million trips annually. An update on the Piccadilly Line Upgrade, Stage 1 was presented to the Programmes and Investment Committee on 21 July 2021. Stage 1 of the upgrade provides 94 new trains to replace the current fleet with a 27tph service. Stage 2 is unfunded, but could resignal the line for 33tph with 7 more trains, or 36tph with a further 8 more trains.

Train production should commence in Vienna in early Autumn 2021, but around half the new trains will be produced in Goole from 2023. Siemens Goole Innovation Centre, due to open in 2022, is expected to drive further efficiencies in the Piccadilly and future Deep Tube Upgrades.

Projects listed include scalable modular equipment rooms, deep tube station cooling panels, and automated cable management design software.

## **VINTAGE UNDERGROUND**





Vintage carriages District 100 and Metropolitan 353 on the Kent & East Sussex Railway were moved from Tenterden to Rolvenden carriage shed on Wednesday 14 July 2021, following a spell on the vintage train. The loco is D9525, currently on load from the West Somerset. Both coaches are likely to be used during the summer after the K&ESR's "terrier" loco returns from its trip to the Spa Valley.

*Photo: Paul Jessett*

## OUT INTO THE DAYLIGHT



After intermittent night-time test trips, class 484.002 and 484.003 first ventured out in daylight test running on Tuesday 13 July 2021, seen at Eastleigh on a test run to Fareham.

*Photo: Ian Twine*

## CROSSRAIL RAMPED UP



From 14 July 2021, it is reported that test running on the core section of Crossrail had been ramped up to 12 trains per hour, this train being seen at the Custom House portal with the DLR to the left.

*Photo: Crossrail Ltd.*