

NEWS AND NOTES

TfL BOARD MEETING ON 1 FEBRUARY 2023

TfL Commissioner's report – February 2023

With commissioning of the new signalling system as far as Becontree, more than half of the LU network (actually 55%) is now controlled through automated trains. The new signalling is planned to reach Upminster in March, where it will connect with Upminster Depot.

DLR rolling stock replacement programme

The manufacture of the new DLR rolling stock in Spain is continuing as planned, with seven trains completed and on their test track to run checks. DLR took delivery of the first train at Beckton Depot on 13/16 January (see pages 158-159, previous issue), two months ahead of target. CAF anticipate having completed the manufacture of 12 trains by the end of this financial year.

At Beckton, critical works to complete the changeover of the signalling power supplies on the northern sidings works and to install new transformer rectifiers in the substation were successfully completed in line with the revised programme. This follows the cancellation of previous possession for other operational prioritisation resulting from the national mourning period following Her Majesty Queen Elizabeth II's death.

The contract for the maintenance facility building and additional southern sidings have now been awarded. This is the largest procurement of the programme after the rolling stock contract. The new maintenance building will have 400 solar panels installed on the roof, providing excess low-voltage power required for the new shed. This excess will be used to offset the existing maintenance facility. TfL are also using composite sleepers throughout the depot manufactured from recycled plastics as opposed to concrete sleepers, reducing embedded carbon across the site. TfL started signalling testing with the existing fleet on the DLR network prior to the arrival of the new trains (in January). In addition, they have awarded the contract for the design and build for a second entrance at Blackwall station, which is essential for unlocking the full fleet roll out.

CHANGES AT BARBICAN



The disused City Widened Lines/Thameslink route into Moorgate was closed after the last trains on 20 March 2009 and the site at Farringdon was used for Crossrail construction work. With that now complete, we await the provision of tracks for S Stock stabling, through to Moorgate. The disused tunnels are seen from Barbican looking west on 28 November 2022 (*Left*) and gated over (*Right*) on 30 January 2023, presumably to keep unwanted trespassers out.

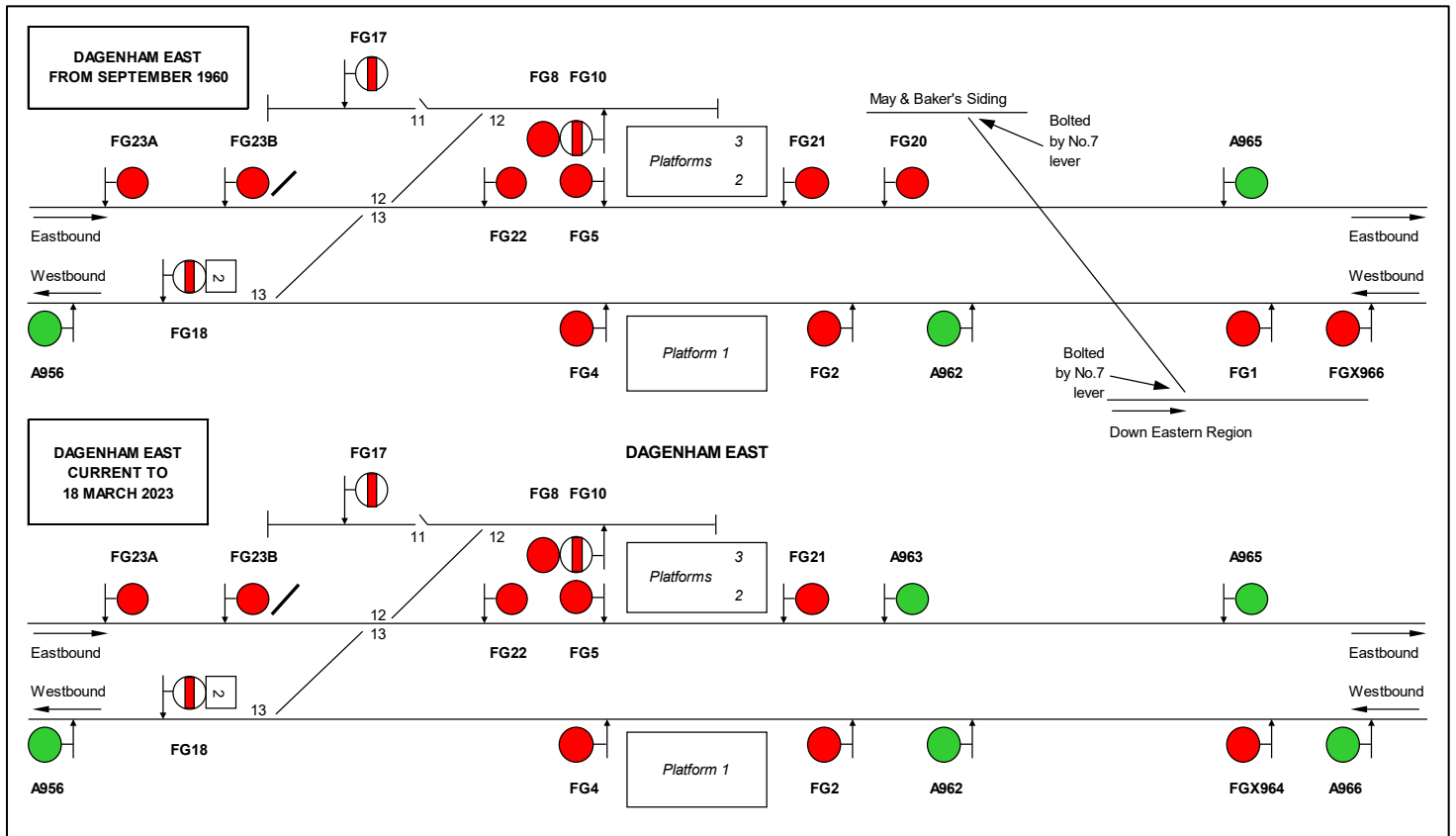
Both photos: Brian Hardy



A MYSTERY AT DAGENHAM EAST

At the east end of the westbound platform at Dagenham East, above the Way Out sign, is what appears to be a disused sign that once illuminated (Left). The LU wiring diagrams have revealed nothing connected with the existing signalling, which was commissioned in September 1960. Prior to then, the District Line was controlled by LMS signalling (predominantly for the District Line) from the provision of extra tracks from their opening in 1932. The only clue might be something related to May & Baker's sidings east of the station. In 1932, May & Baker's didn't exist on that site and didn't open until 1934. An LMS signalling drawing of 1936 shows no rail access to May & Baker's, so that was to follow later (at an unknown date). In 1936, however, there was a trailing crossover east of the station, so whether that could have been related to the sign/indicator presently remains a mystery. The original LT layout when commissioned in September 1960 is shown below, beneath which was the situation up to the time of 4LM signal modernisation from 18 March 2023.

to May & Baker's, so that was to follow later (at an unknown date). In 1936, however, there was a trailing crossover east of the station, so whether that could have been related to the sign/indicator presently remains a mystery. The original LT layout when commissioned in September 1960 is shown below, beneath which was the situation up to the time of 4LM signal modernisation from 18 March 2023.



Popular consensus is that the sign could be either a BR "Right Away" (RA) indication or, more likely, an "OFF" indication. Because the LMS/BR west to east (Up to Down) reversing facility from the westbound platform at Dagenham East was controlled by a miniature semaphore signal, the guard of a train departing east towards Upminster would not be able to see the wrong road starter, so "OFF" seems the more likely explanation. Nonetheless, looking closely at the glass, neither RA or OFF in the etching. So it could be that this will remain one of life's unsolved mysteries unless someone, somewhere, will give us a very simple answer ...

THE UNDERGROUND ON WATER

A canal boat, purchased by its current owner from the Uxbridge area in January 2022 (Below, Left), has been restored with a London Underground train theme, using the red, white and blue corporate livery. The boat, named "Wiggles" (because that is what it did!) and of 2006 origin, is now reportedly up for sale. The last time we featured an Underground train-themed canal boat was well over 30 years ago when a member of Bakerloo Line staff had his canal boat adapted to resemble 1972 Tube Stock (Below,

Right). The work was undertaken at Stonebridge Park Depot and the boat ended up winning a trophy in a competition.



Photos: Courtesy The Sun and Canal Life

4LM SIGNALLING PROGRESS





Over the weekend of 4/5 February 2023, there was no service on the Metropolitan Line at all, for adjacent Network Rail engineering work and testing of automatic train operation between Preston Road and Moor Park/West Harrow for the first time, although many of the new signals north from Preston Road have been installed for some time. At Harrow-on-the-Hill on 30 January 2023, the existing 3-aspect station starting signal (JB42) is seen in place (*Above*) with the future new signalling to the left bagged over and with a white cross. During testing on Sunday 5 February, all four roads at Watford (*Left*) are occupied by S Stock, but the one in platform 2 (second from

the left) is an S7, as these also could run on test trips north of Neasden. One of the new moves is the ability to reverse north to south in the Uxbridge line flyunder.

Photos: Brian Hardy (Top) and Trevor Wright (Above, Left)

Over the weekend of 11/12 February 2023, some co-acting signals were installed on the Piccadilly Line during the Rayners Lane branch shut down in preparation for the introduction of the 2024 Tube Stock. Intermediate stop signal A516 (*Below, Left*) is between Sudbury Town and Sudbury Hill on the westbound. The new co-acting signal (*Below, Centre*) is seen on the eastbound approach to Alperton.

Both photos: Transport for London

NOW IN TOTAL ISOLATION



The last remaining connection between the District and Piccadilly lines east of Acton Town was decommissioned from the start of traffic on 17 February 2022. This involved No.17 crossover from the westbound Piccadilly Line to the westbound District Line just east of Hammersmith, seen in the centre of the photo (*Below, Left*) on 14 February 2023. The points were plain lined and the rails for that may be seen in the photo. The junction indicator on signal WD32^C was also decommissioned, along with the rail gap indicator. In the future, in the event of any incident on the Piccadilly Line between

Hammersmith and Acton Town, it will not be possible to divert trains via the District Line. All of this is the desire to extend CBTC signalling west from Barons Court (the present boundary between the new and old systems) to Stamford Brook. To that end, a new axle-counter base for new CBTC station starter at Stamford Brook has been installed (*Below, Right*), indicating that the CBTC boundary will be extended from Barons Court to Stamford Brook in the future, along with a fixed trainstop at bottom right.

Photos: Dstock7080 (Left) and Colin Smith (Right)



FARES & TICKETS UPDATE

The Elizabeth Line, Crossrail, finally opened on 24 May 2022 with stations from West Drayton eastwards being included in the London zonal fares. National Rail fare scales apply west of West Drayton to Reading. Oyster cards cannot be used on these journeys although contactless payment can be used.

From 4 September 2022, the charge for an Oyster Card was increased to £7. There is no refund on the new cards if surrendered. The previous £5 card, issued from 24 February 2020, was also not refundable, although a £5 'loyalty bonus' was credited to the card if it was still in use after 12 months. Oyster Cards issued up to 23 February 2022 can still have their £5 fee refunded on surrender of the card.

From the same date, the Heathrow free travel area was extended to include Hatton Cross as an entry and exit station. Previously, Hatton Cross was only available for interchange. At the same time, fares on London Underground to the three Heathrow stations, but not Hatton Cross, were changed, in that they are charged at peak rate at all times. The off-peak fares continue to be available for journeys not involving travel in zone 1. They are still considerably cheaper than National Rail. To compare: zone 1 to Heathrow is £5.50 on the Piccadilly Line, £12.80 on the Elizabeth Line and £25.00 on the Heathrow Express.

For those who study station National Location Codes (NLCs), that for the Mezzanine gateline at Canary Wharf (0666) has been withdrawn now that it is possible to walk through the station without passing through any ticket barriers.

Now to the latest fares increase from 5 March 2023 with fares increased by an average of 5.9% in line with the increases on National Rail. Outside zone 6, fares increase by 5.9% also in line with National Rail increases.

Bus and tram fares increase by 6.1% from £1.65 to £1.75 with the daily cap increasing from £4.95 to £5.25. There is no increase in the £6 cable car charge.

PEAK SINGLE FARES

Including zone 1	March 2022	March 2023	Increase	Excluding zone 1	March 2022	March 2023	Increase
1 zone	£2.50	£2.80	12.0%	1 zone	£1.80	£1.90	5.6%
2 zones	£3.20	£3.40	6.3%	2 zones	£2.00	£2.10	5.0%
3 zones	£3.60	£3.70	2.8%	3 zones	£2.70	£2.80	3.7%
4 zones	£4.30	£4.40	2.3%	4 zones	£2.90	£3.00	3.4%
5 zones	£5.00	£5.10	2.0%	5 zones	£3.30	£3.40	3.0%
6 zones	£5.50	£5.60	1.8%				

OFF-PEAK SINGLE FARES

Including zone 1	March 2022	March 2023	Increase	Excluding zone 1	March 2022	March 2023	Increase
1 zone	£2.50	£2.70	8.0%	1 zone	£1.60	£1.80	12.5%
2 zones	£2.60	£2.80	7.7%	2 zones	£1.70	£1.90	11.8%
3 zones	£2.90	£3.00	3.4%	3 zones	£1.80	£1.90	5.6%
4 zones	£3.10	£3.20	3.2%	4 zones	£1.90	£2.00	5.3%
5 zones	£3.40	£3.50	2.9%	5 zones	£1.90	£2.10	10.5%
6 zones	£3.50	£3.60	2.9%				

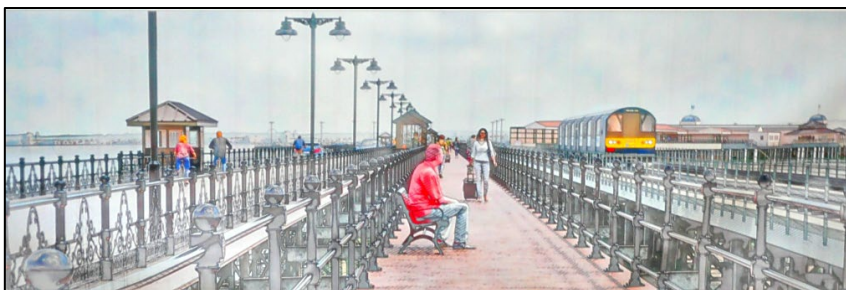
DAILY AND WEEKLY CAPS

Zones	Daily March 2022	Daily March 2023	increase	Weekly March 2022	Weekly March 2023	Increase
12	£7.70	£8.10	5.2%	£38.50	£40.50	5.2%
123	£9.00	£9.60	6.7%	£45.00	£48.00	6.7%
1234	£11.00	£11.70	6.4%	£55.00	£58.50	6.4%
12345	£13.10	£13.90	6.1%	£65.50	£69.50	6.1%
123456	£14.10	£14.90	5.7%	£70.50	£74.50	5.7%

These increases are projected to raise an additional £256m overall in 2023, comprising £164m for LU; £72m for buses; and £21m for the DLR, trams, London Overground and the Elizabeth Line. As the 2023 fares increase has been delayed by two months at the request of DfT to align to fare changes on NR services, the total yield expected in the 10 months of 2023 to which it applies falls to around £213m. *(The split must be rounded as they total £257m)*. Because of the shortfall of income over expenditure, £20 is being added to council taxes to provide extra funding for the capital's public transport.

John Crowhurst

AT RYDE – ISLE OF WIGHT



Readers may be aware that work is taking place on Ryde Pier to convert the former tram track area for pedestrians on the pier, as shown on part of a poster explaining the work seen on 13 February 2023, along with upgrading the railway formation along the pier. Until the work is complete, the train service is terminating at Ryde Esplanade. Of interest on this section of the poster is that the train depicted on the pier (after completion of the project) looks more like an over large two-car 1992 Tube Stock rather than a class 484 D Stock.

Photo: Paul Bradley

WHITECHAPEL



Despite being closed since 23 August 2021, much of the temporary entrance at the west end of Whitechapel District Line platforms remains, as seen on 13 February 2023.

Photo: Brian Hardy

HOLLIERS FARM



The restoration of former Island Line 1938 Tube Stock unit 483.004 at Holliers Farm near Sandown on the Isle of Wight is progressing, with its impressive red painted body and white roof, as seen on 19 February 2023. A platform structure appears to be being built at the rear and reopening of the premises is anticipated during March 2023.



Both photos: Paul Bradley

WHITECHAPEL



Opposite: (Lower) A contrast in East London Line colours with the London Overground orange on the left and the original LU orange on the right. None of the 1990s East London Line friezes were changed but the London Overground one (at the south end of northbound platform 5 where the stairs to the ticket hall were) is new. It is believed they were removed, along with the murals, during the Crossrail construction work.

Photo: Kim Rennie

CENTRAL LINE LONG-TERM STOPPED



Above: 1992 Tube Stock unit 91341-92341 is a long term stopped unit in Ruislip Depot and is currently sitting on accommodation bogies.

Photo: Paul West

LONDON BRIDGE



New train describers have been observed on the Jubilee Line platforms at London Bridge. These refreshingly large units replace ones of similar proportions that dated from the opening of the extension in 1999. Their replacement is believed to be linked to work to upgrade public address equipment at the eight remaining stations on the Jubilee Line (Southwark – West Ham) that do not have the capability to broadcast ‘next train’ announcements, due for completion by mid-2024. This photo was taken on Friday 17 February during the protracted service disruption caused by the stalled train at Stratford (see *The Diary, this issue, page 247*) hence the absence of countdown (next train) information.

Photo: Amir Dawoodbhai

SOUTHGATE



It appears that Southgate station exterior might be getting a replacement roundel (Left).

Photos: Jack Pourgourides on 20 February 2023 (Left) and Brian Hardy on 1 July 2008 (Right)

SUBTLE BATTERY LOCO CHANGES

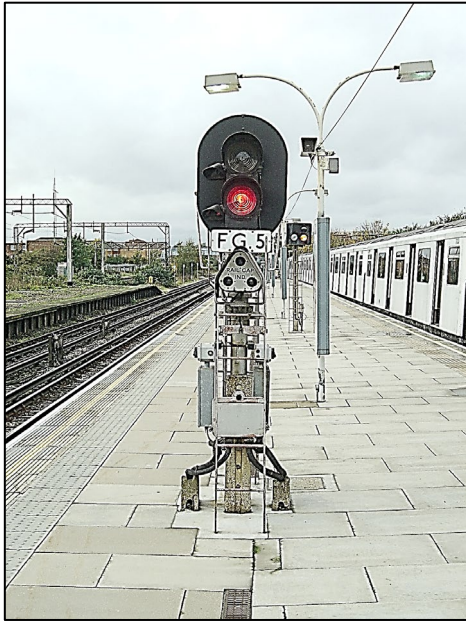


First noticed in late-February 2023 was that the roundel stickers on battery locomotives were being changed from “Tube Lines” (Above, Right) to “Underground”. The Tube Lines contract was bought out by TfL at the time of the first periodic review in 2010. On 27 February 2023, 1964-built loco L29 heads train 546, 04.39 Chiswick Park to Ruislip Depot, on the westbound through Ruislip (Above, Left). A side view of L20 in Ruislip Depot with the new roundel in place (Below).

Photos: Jason Cross (Both Above) and Paul West (Below)



THE LAST LOOK AT ‘PROPER’ SIGNALS – DISTRICT LINE EAST END



With the 4LM changeover to TBTC signalling scheduled for 18 March 2023, the platform 2 starting signal is at Dagenham East (*Above, Left*), the eastbound starter at Elm Park (*Above, Centre*) and the eastbound starter at Uppminster Bridge (*Above, Right*) with the tripcock tester light illuminated.

All photos: Brian Hardy