

NEWS AND NOTES

TfL BUDGET 2023/24

This budget marks a forecast return to operating financial sustainability, with an operating surplus funding capital investment directly and supporting incremental borrowing. Income should grow due to rising passenger demand, and other sources of income increasing to reduce reliance on fares from 72% to 65%. Costs will be controlled through managing the impact of inflation and delivering cost savings towards a target of £600m per annum by 2025/26.

On the DLR, the new signalling is to be completed in January 2024 to allow trial running of the new trains. Beckton Depot southern sidings will be brought into use in March 2024 to allow introduction of the new trains, the first of which will enter service in that month.

The first new Piccadilly Line train will be delivered to the manufacturer's test track in October 2023, with the first stationary commissioning test completed by December 2023. On the Bakerloo Line, half of train LED lighting conversions should be completed by July 2023.

Neasden Heavy Maintenance Facility Long Shed is to be delivered into service in September 2023, whilst the mid-point of the Jubilee Heavy Overhaul and Programmed Lift project should be reached in March 2024. Surrey Quays station works will start on site in June 2023 and Stratford station's new South-Western entrance will open in March 2024.

Whilst the Government have accepted the need for further support for TfL into the future towards major projects, new rolling stock and signalling programmes, no agreement exists beyond 2023/24. The TfL Commissioner's report for March 2023 notes the need for £475m in 2024/25 to support the delivery of committed contracts for rolling stock and signalling on the Piccadilly Line and the DLR.

In the longer term, TfL are keen for the Government to support development work carried out on the DLR extension to Thamesmead and to re-start joint work on the Bakerloo Line extension and Crossrail 2. These were stopped at the onset of the pandemic, and restarting would enable hundreds of thousands of new homes and substantial economic opportunity across London and the wider UK within the next decade.

The press release that accompanied the new budget mentioned a recent announcement around delays to High Speed 2 terminating at Euston station. TfL needs to begin procurement of additional Elizabeth Line trains to provide extra capacity once the new Old Oak Common station opens and High Speed 2 services begin in the early 2030s. Without them, there is likely to be insufficient capacity on the Elizabeth Line for those looking to travel on High Speed 2, as they will need to use the Elizabeth Line to travel to and from central London until HS2 is extended to Euston station in the 2040s. Confirmation of government funding to cover the additional rolling stock is needed now to ensure that TfL can begin procurement before manufacturing production lines at Alstom's factory in Derbyshire are demobilised. Failing to do so would mean delays and higher costs to remobilise the workforce, source materials and ensure the additional trains are ready to enter service.

The budget paper notes that the Government has been able to provide eight regions outside of London with long-term transport investment settlements through the Budget. These Cities Region Sustainable Transport Settlements (CRSTS) extend to 2031-32.

NORTHERN LINE STRESS TESTING

DISTRICT LINE – EAST END

Further to the note about the accuracy of the east end train indicators in the previous issue (page 332), it will be recalled that prior to the installation of dot matrix indicators, no destinations were displayed on the westbound, just the 'line'. The 'light boxes' had "District Line via Embankment and Victoria" and the H&C "Metropolitan Line via Liverpool Street and King's Cross" rather than any destination, although the signalmen could transmit an actual destination from signal cabin to signal cabin. Whitechapel was the first station where an actual westbound destination could be displayed.



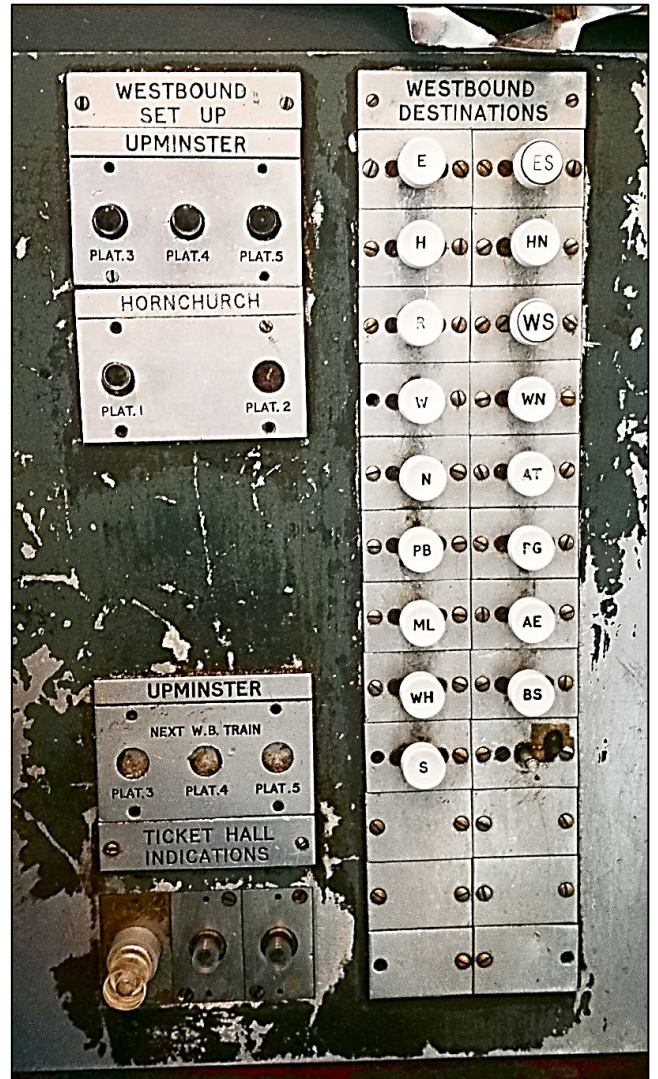
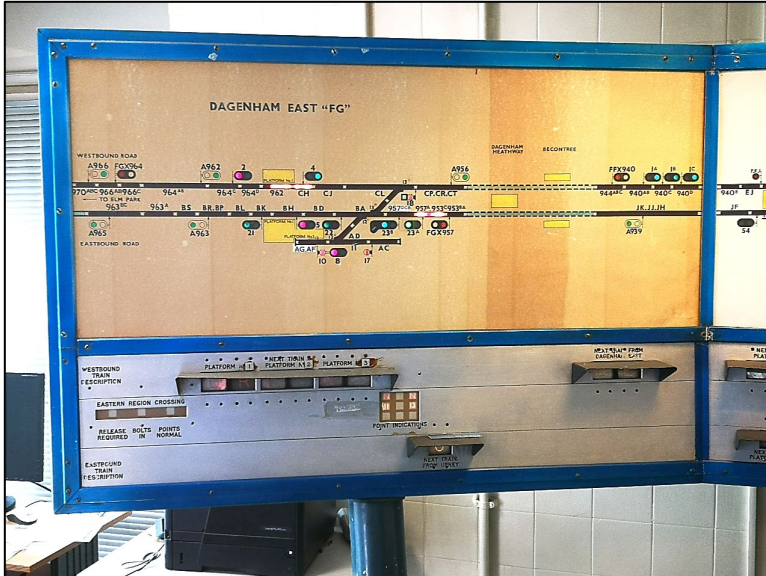
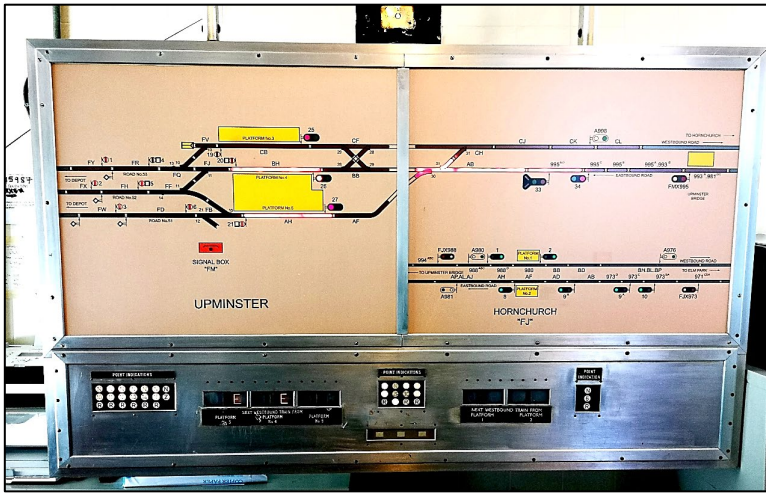
Further to the notes on page 313 of the May 2023 issue, Northern Line 1995 Tube Stock units 51631+51632 moved from Golders Green to Ealing Common on Monday night/Tuesday 19/20 March and it returned on Thursday night/Friday 23/24 March. It had been on stress tests on the Northern Line loaded with weights, which were off-loaded on A road in Ealing Common Depot.

Photo: Paul West

It is thought that the light box indicators are 1990s damaged replacements, as the previous ones had much thinner lettering. At East Ham (*Above, Right*) and Upton Park (*Right*), which has an erroneous current feed, revealing all possible displays. Note the different spellings of Liverpool Street and King's Cross. These continued to show "Metropolitan Line" instead of "Hammersmith & City Line" until replaced by dot matrix indicators, despite the H&C becoming a line in its own right on 30 July 1989, although it didn't change to 'pink' until a year later. 'Via Embankment' replaced 'via Charing Cross' but it is thought that for a short while, the 'via Charing Cross fluorescent tube was removed until 'via Embankment' was available.

Both photos: Kim Rennie





Upminster signal cabin (Top, Left) and the remaining operational section of Barking signal cabin (Above, Left) closed at the end of traffic on 17 March 2023. The diagram at Upminster shows that it also controlled the Hornchurch area, where there was formerly an emergency crossover, but was abolished on 11 January 2016, for the last few years working in automatic mode although its signals were not renumbered. The last remaining section of diagram in Barking cabin (for the Dagenham East area) is seen. The 'next platform' equipment and train description set up in Upminster signal cabin (Above, Right). The descriptions were:

- | | |
|---|---|
| E – Ealing Broadway | WN – Wimbledon non-stop (becomes Wembley Park at Barking) |
| ES – Ealing Special (often known as Ealing Stable or Ealing Stow). Ealing Broadway then empty to Ealing Common Depot | N – Northfields (becomes Baker Street at Barking) |
| H – Hounslow (becomes Harrow-on-the-Hill at Barking) | AT – Acton Town |
| HN – Hounslow non-stop (becomes Harrow non-stop at Barking) | PB – Putney Bridge |
| R – Richmond | PG – Parsons Green |
| WS – West Kensington special (Comes up as Earl's Court on platform signs for trains heading to Lillie Bridge via Olympia, previously used for Engineer's Trains and in those days lit up 'Special' on platform signs) | ML – Metropolitan Line |
| W – Wimbledon | AE – Aldgate East |
| | WH – Whitechapel |
| | BS – Barking Sidings (from Upney) |
| | B – Barking |
| | S – Special |
- Non-stopping ended on the District Line in October 1964, as did trains to Hounslow West.

All photos: Ian Grainger

Incidentally, Upminster was the first London Transport signal cabin to open during the resignalling of the east end of the District Line, on 1 December 1958. Barking followed on 30 March 1960 with sections added in stages – the Dagenham East area was the last to be added to Barking on 10 September 1960, with Hornchurch being added to Upminster on 13 November 1960. It is also worth noting that although

the District Line was segregated from British Railways, LT's tracks still needed BR access at Upminster and Dagenham East. However, the overcrossing between the BR Romford branch and Down LT&S at Upminster was abolished in February 1968, while May & Baker's over crossing east of Dagenham East was decommissioned in April 1969 and removed in June 1970.

CROSSRAIL AT BARBICAN

The opening of the Elizabeth Line was covered in the August 2022 issue of *Underground News*, and the eastern exit from Farringdon station into Long Lane in Barbican was mentioned, along with access to the westbound LU platform at Barbican. The platform level access was featured in the April 2023 issue on page 209 which is on the right of both photos.

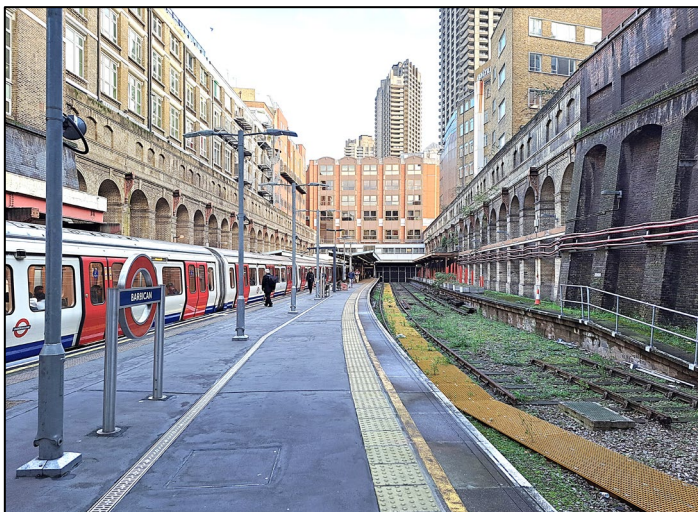


Above: The upper lift landing (Left) which leads onto the westbound platform at Barbican.

Both photos: Roger Tuke

Below: The westbound SSR platform and the abandoned City Widened Lines (Left) and looking in the opposite direction (Right) towards Crossrail access to the right of the left-hand tunnel, with the outline of the former signal cabin visible on the wall between the two tunnel mouths.

Both photos: Brian Hardy



FAIRLOP

For some weeks, there was a pole wrapped in red and white tape propping up the roof at Fairlop. It's now been replaced (seen on 27 March 2023) with something that looks more permanent. Without it, it's clear that the roof would simply collapse. Presumably it will be properly repaired in due course.

Photo: Richard Clowser



AMERSHAM

The signs on both sides of bridge MR114/A in Amersham have been replaced, seen on 20 March 2023. Their replacements have a plain roundel and NR double-arrow. Previously, these had an "Underground" roundel on an enamelled square.

Photo: Antony Badsey-Ellis



NO MLE PROGRESS

Known variously as the Croxley Rail Link or Metropolitan Line Extension (to Watford Junction), since being abandoned in 2018, no further work has been done and the track bed has been reclaimed by nature, as these two views of Watford Stadium Halt on 27 March 2023 show.

Both photos (Below): Eric Stuart

Government authorisation was given December 2011 and the Transport & Works Act was granted in July 2013. Vegetation clearance began later the same year. However, work stopped in 2016 after spiralling costs and a row over additional funding. In 2018, the Mayor of London announced there were no additional funds for the project, leaving nature to do what it does best ...



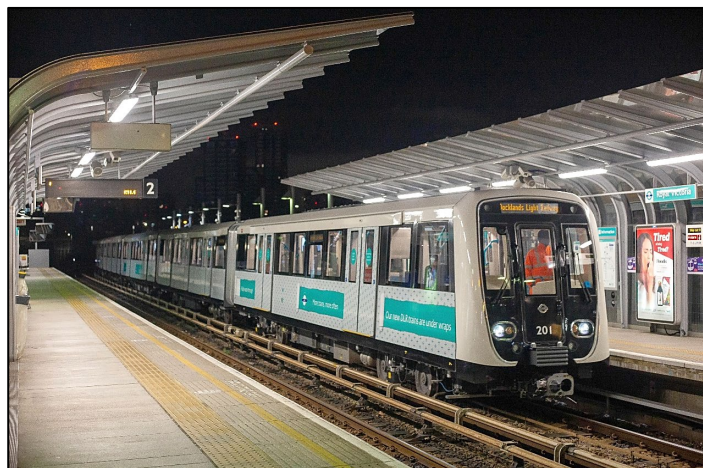
BAKERLOO LINE TRAIN ON THE TEST TRACK



A seven-car train of 1972 Mk11 Tube Stock (units 3237+3538) has been working on the South Ealing test track, seen in Northfields Depot (*Above, Left*) between 1973 Tube Stock and in the 'Alps' sidings in Ealing Common Depot (*Above, Right*).

Photos: Kevin Fisher (Left) and Xavier Guerra (Right)

NEW DLR TRAIN ON TEST



The testing of the first of the new DLR B.23 train outside of Beckton Depot, using the first-delivered vehicle 201, began over the weekend of 1/2 April 2023, seen at Stratford High Street (*Above, Left*), with the Jubilee Line's Stratford Market Depot building in the distance. On 2 April 2023, B.23 Stock 201 passes Royal Victoria on the eastbound (*Above, Right*), returning from weekend signalling tests from Abbey Road to Beckton Depot. Note that since delivery, the train has been vinyl wrapped proclaiming, "our new DLR trains are under wraps".

Both photos: Jude Pirkis



CLASS 345 NAMED

Former TfL Commissioner Andy Byford's involvement in the Elizabeth Line's opening has resulted in a Crossrail class 345 unit being named in his honour. He is soon to join USA train company Amtrak but was present at the naming ceremony at Old Oak Common. Being TfL's fourth Commissioner, naming 345.004 was thus significant. Since opening to passengers on 24 May 2022, the line has since smashed through the 125-million-passenger-journeys milestone.

Photo: Transport for London

D STOCK IN SERVICE ON THE BORDERLANDS LINE: WREXHAM – BIDSTON



Above: The first former D Stock train in service on the Borderlands route on 3 April 2023, seen entering Penyffordd.

Photo: Laurie Ball

Two separate interior views (Below, Left and Right).

Both photos: Transport for Wales



On Monday 3 April 2023, the first battery-hybrid train was introduced in regular passenger service on the Borderlands Line between Wrexham and Bidston by Transport for Wales (TfW), following many months of testing and crew training. There are five three-carriage Class 230 trains, each having over 120 seats and with capacity for over 420 passengers, which is a significant increase over previous trains. The diesel/battery trains have fully accessible toilets, power sockets, electronic passenger information, Wi-Fi, bike racks and air conditioning. TfW also plan to increase the frequency of services between Wrexham and Bidston to half-hourly.

LIVERPOOL STREET



Further to the photos in *Underground News No.572*, October 2022, a new metal wall has been built which now covers the old and long disused GER connection to Liverpool Street main line station. It is structural work for the new building being erected.

Photo: Keith Ward

WHITECHAPEL



First noticed on 11 April 2023 that the temporary access at the west end of Whitechapel (District and H&C) has been rebuilt and repurposed into an emergency secondary access with push-bar exit doors. This has now been commissioned and is seen on 30 April 2023.

Photo: Colin Smith



LONDON OVERGROUND SAFETY

There have been five incidents either side of the new year involving London Overground class 710 EMUs, where passengers got hands or obstacles trapped in train doors but were too small to be detected. The doors did not re-open and the train moved forward. Fortunately in all instances, the trains subsequently stopped and there were no injuries. As a result, “sharks’ teeth” graphics have been applied to train doors which, it is hoped, will catch the attention of late-coming passengers and cause them to rethink before trying to force the doors open to board.

Photo: Transport for London

Editor's note – Note also the large step and gap between platform and train, which is not helpful to passengers with mobility problems, although there should be staff available at such stations who are able to deploy boarding ramps when requested. The ‘east’ and ‘west’ sections on the Elizabeth Line are also examples, as well as many London Overground stations.

FLYING THE TUBE ... AND THE ELIZABETH LINE

Back in 1978, London Transport introduced a poster (*Overleaf, Top Left*) to celebrate the extension of the Piccadilly Line to Heathrow Airport, which opened on 16 December 1977, then just serving Heathrow Central. “Fly the Elizabeth Line” (note the upper case ‘L’ in the words ‘Line’, which is pleasing to see!) is a rework of the original “Fly the Tube” poster (*Overleaf, Top Right*), designed by Peter Hobden and Brian Watson. Since then, Heathrow Terminal 4 was added in April 1986 and Heathrow Terminal 5 in March 2008. Prior to Terminal 4 opening, Heathrow Central was renamed Heathrow Central Terminals 1,2,3 on 3 September 1983, Heathrow Terminals 1,2,3 from 12 April 1986 and from 1 January 2016 Heathrow Terminals 2 & 3, although not all signs have yet been changed.

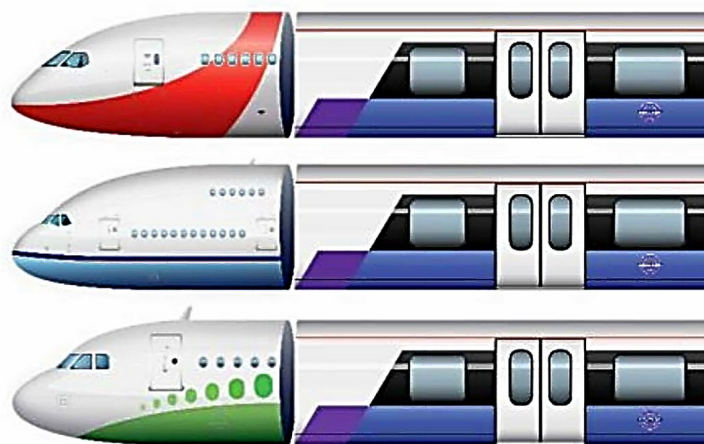
Both illustrations © London Transport Museum

Fly the Tube



Take the Piccadilly Line to Heathrow Airport.
It's the only way to fly.

Fly the Elizabeth Line



Take the Elizabeth Line to Heathrow Airport.
It's the newest way to fly.

MAYOR OF LONDON



NIGHT TUBE EXPANSION SEEMS UNLIKELY

Plans to expand the Underground's Night Tube service is unlikely to happen in the near future, mainly due to a lack of finance. Night Tube and the Waterloo & City Line were the first services to be withdrawn at the start of the Covid-19 pandemic. The Waterloo & City Line was reinstated from 4 June 2021, but it took between 27 November 2021 and 29 July 2022 to reintroduce Night Tube services after the pandemic. It is now thought that any expansion of Night Tube services would have to wait until after the completion of the 4LM resignalling, affecting the Circle, District, Hammersmith & City and Metropolitan lines.

Editor's notes:

The Waterloo & City Line resumed operations on a limited basis as follows:

04.06.21 – Rush hours only Monday to Friday.

22.11.21 – Monday to Friday throughout the normal (W&C) traffic day.

27.06.22 – Full Monday to Friday daytime service reinstated.

31.10.22 – Reduced Monday to Friday peak service to match passenger demand.

There is no indication yet if or when Saturday services on the Waterloo & City Line will resume.

For Night Tube, the relevant dates are as follows:

		Began	Withdrawn	Reinstated
Central Line	Ealing Broadway – Loughton and Hainault via Newbury Park	} 09.08.16	20.03.20	27.11.21
Victoria Line	Brixton – Walthamstow Central			
Jubilee Line	Stratford – Stanmore	07.10.16	20.03.20	21.05.22
Northern Line	Morden – High Barnet/Edgware via Charing Cross †	} 18.11.16	20.03.20	02.07.22
Piccadilly Line	Cockfosters – Heathrow T5			
		16.12.16	20.03.20	29.07.22

† Charing Cross station itself was not served until 30.06.17 because of station refurbishment work.

If we take into context the quote “Night Tube services would have to wait until after the completion of the 4LM resignalling”, this could mean many years hence, as the Network Rail Wimbledon and Richmond branches are “off the table” for the foreseeable future, in which case, the only extensions on the District Line that might happen are Barons Court – Stamford Brook and Fulham Broadway – East Putney, the latter if only to enable the closure of the regulating room at Earl’s Court, which now controls solely the Parsons Green area.

There has also been no mention either of other unserved lines or sections of line (the Bakerloo Line in its entirety, Piccadilly Line to Rayners Lane/Uxbridge, the Central Line’s West Ruislip branch, Loughton – Epping and [very unlikely] Hainault – Woodford).

ACTON WORKS DEMOLITION



ESCALATOR SAFETY POSTER



Presumably as a result of the accident on an escalator at South Kensington on 13 February 2023 (see April issue, page 246), this poster, seen at Paddington, has appeared advising passengers to keep their feet clear of the edge ‘brushes’.

Photo: Stuart Hicks

Left: Three photographs showing the demolition of the ‘AC02’ building in the Acton Works complex. The photo at the top shows the new tracks leading to the new workshop that has been built for the Central Line Improvements Project (CLIP). The building demolition included relocating various services and assets, including eight overhead cranes.

Acton Works photos: Transport for London

TOWER HILL



What appears to be a trial for platform-end steps, three aluminium ('swimming pool') steps vertically down to track have been installed at Tower Hill on the eastbound (to negate using the platform end ramp?), seen on 21 April 2023.

Photo: Colin Smith

PSEUDO LEGO S STOCK



London Underground S Stock Train Brick Set with 1,433 pieces and suitable for age 6+. The bricks are in numbered bags and the instruction book, stage by stage, runs to 53 pages! The destination stickers say 402 London Underground. See also page 402. The box promises "hours of fun" – you have been warned!

Photo: Paul Bradley

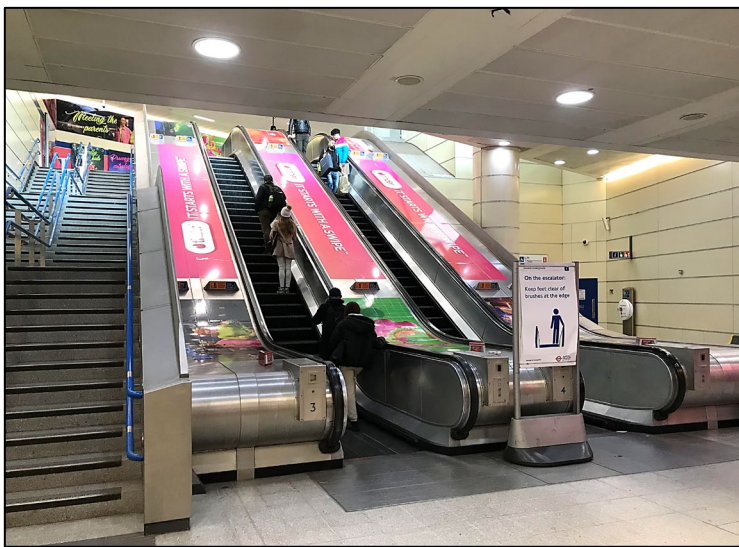
NEW SIGNALS FOR 2024 TUBE STOCK

Below: Further new co-acting signal heads for the Piccadilly Line's 2024 Tube Stock continue to be installed, very low down and well below District Line eye level. The westbound approach to Ealing Common (Left) at draw-up signal WM230 and (Right) under inner home signal WM4^B on the eastbound approach to Ealing Common.

Photos: Dstock7080



TINDER AT STRATFORD



Above and Left: Noted on 19 April 2023 at Stratford, advertising wraps for the Tinder dating app but only in the northern ticket hall. Escalators 3 and 4 are seen (Left) with fixed stairs to the left and (just visible at far right) the lift to the northern ticket hall.

Both photos: Kim Rennie

NORTHFIELDS

By late-April 2023, work had been completed at the west end of Northfields Depot in removing redundant materials accumulated over the years, in preparation for the installation of a new transformer room and Train Drivers' simulator, all part of the Piccadilly Line Upgrade work.

BEKONSCOT MODEL VILLAGE



Although featured before in a previous issue, the Underground station and Underground-themed funicular date from 2018. The model village opened in 1929. The 2023 season ends on 29 October.

Both photos: David Hibbert