

NEWS AND NOTES

70 YEARS – HARROW & WEALDSTONE

8 October 2022 marked the 70th anniversary of the rail crash at Harrow & Wealdstone, which resulted in 112 deaths and 340 injuries. It remains the worst peacetime rail crash in British history. A special memorial service was held in memory of those who lost their lives on the day.

The service was led by Railway Chaplain Andrea Smyth and a number of London Underground staff were in attendance – Wembley Central Area Manager, the Head of Customer Service Bakerloo & Victoria lines, Customer Service Manager, the Director of Operational Planning and Head of Line Operations Bakerloo & Victoria lines. Also in attendance were the Mayor of Harrow and representatives from the Metropolitan Police, Harrow Council and local faith groups.

Also remembered were the somewhat unsung heroes of the day, including African American Nurse Lieutenant Abbie Sweetwine, who became known as the ‘Angel of Platform 6’. Abbie provided help and medical attention on the platform. With her tube of lipstick, Abbie marked casualties’ foreheads to identify who had received morphine, informing hospital staff and preventing potentially fatal overdoses. Her actions on the day saved untold lives, and would go on to have a lasting impact on the way paramedics operate today.



Both photos: Transport for London

LONDON TRANSPORT GALA ON THE EPPING – ONGAR RAILWAY



On the Epping-Ongar Railway, a London Transport Gala took place on 1 and 2 October 2022. For the



event, ex-London Transport Sentinel diesel shunting loco was a visitor to the line, which was on loan from the Nene Valley Railway, seen at North Weald (Above, Left) on 1 October, working a shuttle service. The ex-GWR Prairie tank was also in operation (Above), which has been masquerading as L150 since 2013.

Both photos: John Smith

The superbly restored London Transport Breakdown Tender 832J at North Weald (Left) on 2 October.

Photo: Nick Agnew

CLEARING THE WAY



Before (Top) and after (Above) views of the de-vegetation work on the Metropolitan Line between Rickmansworth to Chorleywood.

Both photos: Transport for London



WORK AT RYDE ESPLANADE

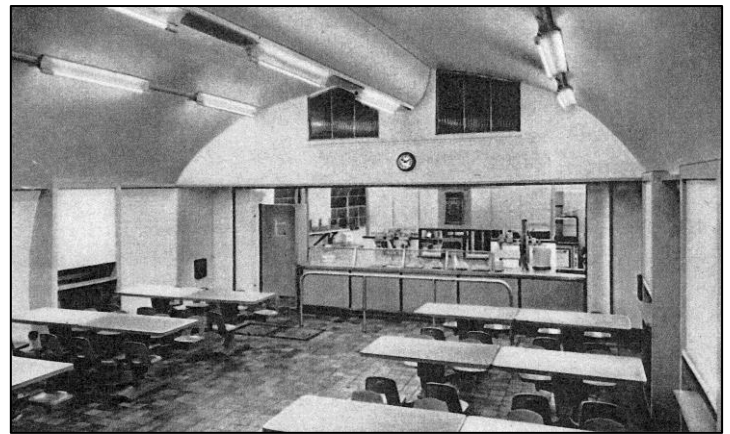
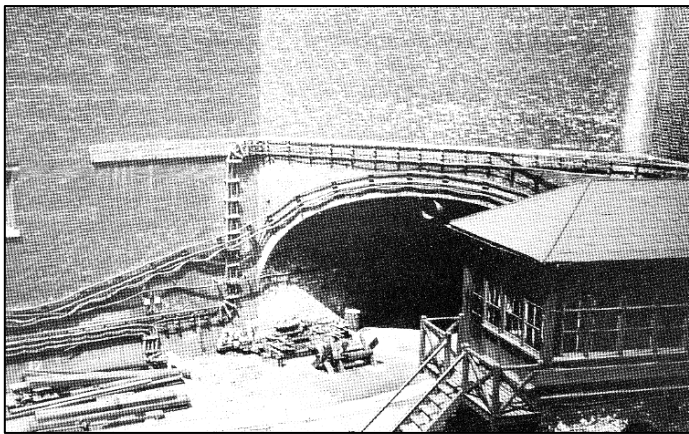
As well as Ryde Pier closing to rail services from the end of October until “spring 2023”, work has also begun on providing a new rail-road interchange at Ryde Esplanade. The Pier is being closed because of the conversion of the old Pier Tram “track” being pedestrianised to take walkers off the existing roadway. It is thought that it’s highly likely the pier refurb is connected with the works at the Esplanade. As they say “it will be nice when its finished!”.

Photo: Paul Bradley

MORE ON LIVERPOOL STREET

Further to the notes on page 572 of the October issue of *Underground News*, a little more may be added to the story.

The tunnel between Liverpool Street Metropolitan and Liverpool Street Great Eastern was later used for staff facilities. The western end was converted into a London Transport staff canteen in 1952, whilst the eastern end was host to a BR staff institute (licensed canteen). Between the two ran a passenger corridor linking the Central Line (west) ticket hall and Broad Street station. The LT canteen was closed in the late-1980s and initially part-replaced by a subsidised local café (‘The Copper Grill’) which was used for bus crew meal reliefs. This arrangement eventually came to an end when revised schedules moved such reliefs to LBL garages.



Above: (Left) the disused tunnel entrance after the removal of the track and before being blocked off. The 1875 signal box is to the right.

Photo: LURS Collection

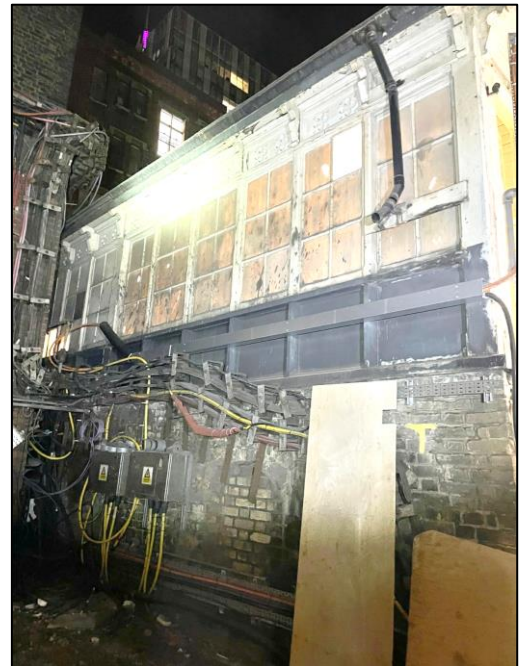
Above: The London Transport staff canteen which operated in the tunnel from 1952 until the late-1980s.

Photo: London Transport Magazine, courtesy Kim Rennie



Left: On the present westbound platform, the former bay platform to the right is now partitioned off, having been disused since 26 January 1981, it now being a storage area.

Photo: Mike Neave



Opposite: The area now cleared in the front of the former tunnel (Lower Left), which has also revealed the rear of the 1875 Metropolitan Railway signal box (Lower Right).

Both photos: Mike Neave

CROSSRAIL CLASS 345 STATUS

As in early-October 2022, the remaining 7-car class 345s were: 345.042, 345.056 and 345.064 (which apparently had a spell more than a year ago as 9-car!). The seven-car trains are only used out of Paddington high level and the six intermediate cars for these are now at Old Oak Common. By the end of October, three were to be lengthened 064 (16.11.22), 042 (23.11.22) and 056 (30.11.22), these being the anticipated completion dates.

D STOCK FOR THR WEST EALING – GREENFORD SERVICE



Left: Vivarail 3-car test bed unit, 230.001 is seen at Bedford working a test run from Bletchley TMD on 6 October 2022. This unit is fully battery operated and it is due to be heading down to London at some point to do testing on the Greenford branch.

Photo: James Pilbeam

Network Rail has issued a Vehicle Change Notice to operate battery unit 230.001 of former D Stock on GWR's Greenford – West Ealing branch, which was the one used in Glasgow during the COP26

event. Modifications include fitting fast charge pick up shoes, Driver Only Operation, CCTV and reconfiguration of the passenger doors and interior layout. West Ealing bay platform 5 charge rail is expected to be NR owned and managed. The unit is expected to stable overnight in West Ealing Sidings and at the nearby Plasser Works at weekends for exams to be carried out. Repairs will be undertaken at Bletchley. (Source – “Branch Line News”).



MARYLEBONE

The new No.3 escalator at Marylebone first entered service on 13 September 2022, seen on the right with passengers descending. The former No.1, on the left and behind the blue hoarding, was the last Otis MH type of escalator in service. It is now being dismantled and replaced. Sadly, it was removed from service without the event being marked in any way. The MH type escalator has served London for 92 years since the first pair were installed at Archway (then Highgate) in 1930 and went into service from 15 June 1931. However, machine Nos. 1 and 3 first went into service at Marylebone some 12 years later on 1 February 1943. No.2 escalator, just seen left of centre, was installed where fixed stairs previously were and went into service on 9 September 2021. At their maximum, the 'M' family of escalators (installed between 1930 and 1960) comprised 66 type MH, 29 type MY, 8 type M and 4 type MX.

Photo: Antony Badsey-Ellis

JUBILEE LINE TRAIN HEIGHT CHANGES



These small ramps for wheelchair passengers (Above, Left) have recently appeared due to (allegedly) the stock having a slightly different type of suspension, so they are now slightly higher (Above, Right) than the original specification. Further information on this would be appreciated.

Both photos: Mike Reid

MIND THE DROP

MORE NEW DIRECTION SIGNS

Further to NF 71/22 in the November issue of *Underground News*, more safety direction signs have been noted.

All photos: Dstock7080



The distance between platform and train is very evident here at Hammersmith westbound District Line, seen after a Piccadilly Line train had been diverted via the District Line.

Photo: Colin Smith



RAT WANDERINGS

The annual Leaf Fall season began in October 2022 with Rail Adhesion Trains (RATs) running on the Metropolitan, Central and Piccadilly lines, as well as Chiltern Railways Rail Head Treatment Train (RHTT) via the Metropolitan Line between Harrow and Amersham.



The five-car west-end Central Line RAT is seen in the middle road at White City, comprising all cars of 1962



A westbound Central Line train on the left and the eight-car east end Central Line RAT on the

Tube Stock.

Photo: Justin Bailey



The Metropolitan Line's five-car D Stock RAT approaches Harrow-on-the-Hill southbound on 6 October 2022.

Photo: Tommy Cooling

right in the westbound platform at Leytonstone.

Photo: Trevor Wright



The three-car 1973 Tube Stock RAT departing from Rayners Lane and heading up towards South Harrow.

Photo: Justin Bailey

UNDERGROUND AND DLR ROUND UP

London Underground Ridership. LU journeys were 78% of pre-pandemic levels at 20 August 2022, up from 65% at the end of last year and from 73% in the prior monthly period. Passenger income was £807m in the year to date, £57m lower than budget; journeys are slightly down on budget, but ticket yield is lower than expected due to a reduction in peak journeys, and higher levels of contactless daily capping.

Piccadilly Line Upgrade. The Piccadilly Line Upgrade high-voltage power contracts now enable a start to substation upgrades at Sudbury Hill, Northfields and Cockfosters, together with works at Cobourg Street and Manor House.

Finance Report from 1 April to 20 August 2022

Four Lines Modernisation. (What a difference a month makes ...). The EFC has increased by £11m since the last report. This is due to cost increases, schedule delay and inflation, which have been partially offset by cost reductions and descoping planned works (including Farringdon City Sidings) from the 4LM programme. It is assumed that it means it has no money in the latest budget, and will have to make its case for funding again at some time, whereas the Parsons Green and Chiswick Park stabling sidings will be paid for from the sale of Lillie Bridge, and so will progress.

At **Notting Hill Gate**, the new owner of Newcombe House has confirmed that they will not now be providing step-free access to the station as part of a revised development.

With the opening of the **Elizabeth Line** and other major station projects, there are now 524 escalators, 311 lifts and four passenger conveyors on LU.

TfL Investment programme report – Quarter to 25 June 2022

Docklands Light Railway Rolling Stock Replacement Programme. CAF completed manufacture and static testing of the first train three months ahead of programme, and has now completed manufacture of the first four trains. They expect to complete manufacture of 12 trains by the end of March 2023. The first two trains commenced dynamic testing on the manufacturer's test track in Spain three months ahead of programme. This involves type tests of the onboard systems followed by 20,000 km fault-free endurance testing to prove reliability. This testing is forecast to conclude by the end of 2022 and the trains will then be delivered to the UK for network testing before entering passenger service in early 2024. The full fleet is expected to be in service in 2026.

(Editor's note – further to the note on page 685 of the November 2022 issue, B.90 vehicle 39, out of service since 13 May 2016, was scrapped by KAD on 26 October 2022, the first of the type – and fleet – to be disposed of).

The expanded Beckton Northern Sidings will deliver a new test track, train wash, stabling capacity and an Automated Train Scanning System for the new fleet, enable some existing sidings to be removed to

allow construction of a new Maintenance Facility Building, as well as expanding and migrating the signalling system to a new control unit. Work is now progressing on site with the existing test track and sidings D, E and F decommissioned, that required complex signalling migration over a series of weekend closures. TfL expect the Northern Sidings will be brought into use early in 2023 but have faced significant delays due to the pandemic, etc. A new four-road Maintenance Facility Building will be the primary facility for maintaining the new fleet. Delays due to the pandemic, etc., mean that TfL expect imminent award of the build contract.

To mitigate effects from delays to the Northern Sidings and Maintenance Facility Building on overall train delivery, TfL have developed a plan for a Temporary Fit-Out Shed to be constructed on land purchased for the Southern Sidings. This will allow TfL to receive and assemble trains in line with the original programme. The Southern Sidings will provide additional stabling capacity at Beckton depot, supporting deployment of the new fleet. Imminent award of a construction contract is near. Expansion of the substation will provide two new higher-rated transformer-rectifiers to power the expanded fleet and provide new low voltage power supplies to the expanded depot. Substation works are currently on site, with the expanded substation expected to be in service by summer 2023.

A signalling and telecoms project will update the Thales Automatic Train Operation signalling system, enabling it to communicate with the new Thales Vehicle Onboard Controller on the new trains and allow for improved functionality. The new software is scheduled to be deployed for testing on the DLR later in 2022, first on the existing trains in possessions before testing with the new trains commences in 2023. TfL are also progressing works to provide new control centre equipment and software integration required to enable the use of the new train on-board systems. These represent a step change from current DLR systems, with remote condition monitoring of the train facilitating more efficient maintenance, on-demand CCTV from the train viewable in the control centre, digital advertising, and modern passenger information systems and announcements enhancing the customer experience. Feasibility work has been completed for these works, and the tender is expected to issue later in 2022. To achieve fire evacuation compliance at Blackwall station, resulting from increased capacity of the new trains, a secondary means of escape is required. Alongside this, TfL are seeking an opportunity to increase non-emergency access through a second station entrance. Work is forecast to complete in 2024 prior to the introduction of new trains on this part of the DLR network.

A contract for provision of an increased power supply to Beckton Depot was let in 2019. A new feed will run from Axe Street substation in Barking to Beckton Depot. Work has progressed on site with ducting in the roadways is nearing completion. Power resilience works are to install additional negative reinforcement cables to ensure network performance is not impacted by the increased power draw of the new trains. A tender for these works was issued in August 2022.

At the Northern Sidings Extension at Beckton DLR Depot new track drainage is being installed, consisting of thousands of individual concrete drainage channels being manually handled into position through the excavated trenches.

Photo: Docklands Light Railway/Transport for London



Elephant & Castle Station Capacity Upgrade Annual Update. Elephant & Castle station is a strategic transport interchange – 32 bus routes serve the station, and the National Rail station with 24 trains per hour is 120 metres to the east. Projections based on post-COVID demand continue to see the station operating at above designed capacity. A new station box is to be built by the shopping centre developer, whilst TfL have responsibility for new underground tunnel connections (using local authority funding) and for the fit out of the new station entrance, currently unfunded. Work on the station box commenced in March 2022 and is expected to be completed by February 2025. During the Bank Blockade, work was completed to relocate assets from future platform breakthrough areas in preparation for the main tunnelling work.

The current presumed continuous delivery approach requires procurement of station fit out works from September 2024, with project completion by 2030. However, a feasibility study is now being undertaken to consider a staged approach consistent with future incremental available funding. The project plans to go to tender in May 2023 for the main tunnelling works.

Four Lines Modernisation. The overhaul of the first 15 Metropolitan Line trains has been delayed due to the lack of certain materials such as cable harnesses. This has slowed down production and delayed completion. A workaround to avoid further delay is being investigated, and more harnesses are on order for the remainder of the programme, with delivery expected in September.

But later:

The heavy maintenance facility works at Neasden depot have made good progress in the long shed, with works predominantly complete including track, installation of cable routes, new power supplies, new lighting, and the installation of raised maintenance platforms. The procurement is in progress for the planned upgrades to the heavy lifting shed and the new staff accommodation block. When complete in 2024, this facility will enable planned overhaul of Metropolitan Line trains ...

Piccadilly Line Upgrade Update. It is reported that as demand recovers, peak crowding on LU services is expected to return to pre-pandemic levels by the early 2030s, and to increase further as population and employment grows with economic recovery. The Piccadilly Line Upgrade plans an uplift of peak services from 24 trains per hour (tph) to 27tph, with the increased fleet size, to achieve a 23% overall increase in peak service capacity from current levels. But improved energy efficiency of the new trains will reduce annual energy consumption by more than 20%.

The first fully assembled train is scheduled for completion by summer 2023 and will then undergo an extensive programme of pre-delivery reliability proving at Siemens' Test and Validation centre in

Northwestern Germany. The programme remains on target to receive the first train to London for testing on the Piccadilly Line in summer 2024 with the first train scheduled to enter passenger service in summer 2025.

Construction of Siemens' train manufacturing facility in Goole, East Yorkshire, is nearing completion with the train assembly hall to commence production in early 2024. Once completed, it is expected that approximately half of the new trains will be assembled at the new UK facility.

An initial focus is on provision of additional power system capacity at Sudbury Hill, Northfields, and Cockfosters substations to support the upgrades to the train maintenance depots and stabling facilities. Additionally, power upgrades are being progressed at Hyde Park Corner and Leicester Square substations. Signalling modifications across the line result from the new train being longer and having different sight lines from inside the driver's cab.

A new under-floor tandem wheel lathe at Cockfosters Depot, scheduled from July 2023, supports decommissioning of existing facilities and start of construction of new facilities across both line depots. The remaining eight sidings at South Harrow are expected to be completed in February 2023. Whilst the expansion of the site required the removal of vegetation, the final scheme will increase biodiversity by nearly a half compared with the original site, through creation of new grassland, scrub enhancement and replanting.

An innovative new "platform hump" solution is being developed for level access at step-free stations. This will use lightweight fibre-reinforced polyester materials instead of concrete.

LU Train Systems Programme. The average number of track defects are up from an average of five a week in 2020/21 to ten a week in the first half of 2022/23.

Central Line Improvement Programme (CLIP).

First train into service 26/02/23. On target.

All design signed off enabling start of full production phase 29/11/22. Ahead of target.

First train ready for service introduction 31/03/23. On target.

The difference between points 1 and 3 escapes your writer! Perhaps the first is available to depot for training? The last, into passenger service?

(The "on Target" term is surely questionable, especially in the light of Covid impacting almost (if not all) other projects. Maybe "on target" and "Ahead of Target" refers to the latest predictions?).

Papers presented to the TfL Programmes and Investment Committee meeting on 19 October 2022.

Items summarised by John Hawkins

FARES UPDATE – SEPTEMBER 2022

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. Finally, 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.

I have left it to readers to work out that, when travelling to Heathrow from zone 1, it is cheaper to exit at Hatton Cross and re-enter for free travel using another card.

John Crowhurst