

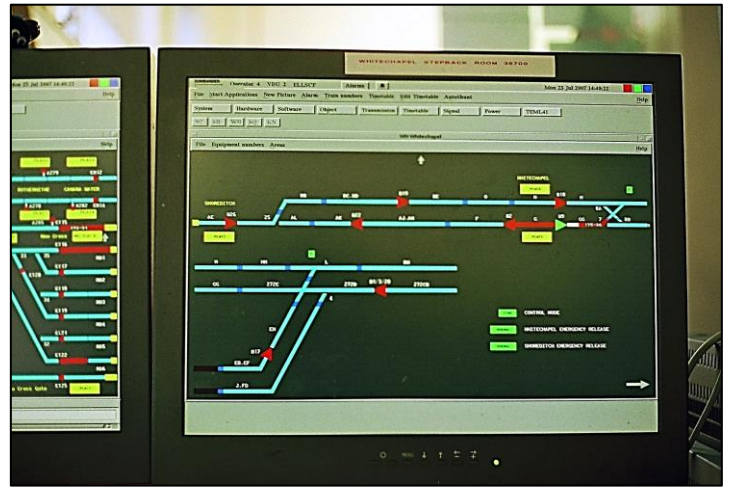
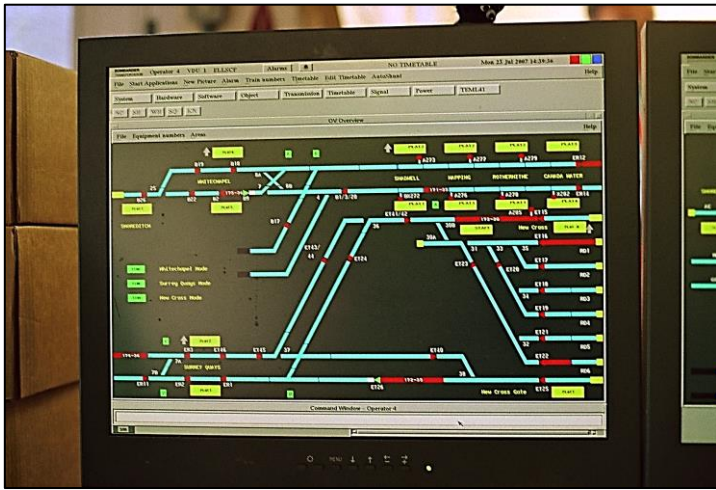
LU's EAST LONDON LINE REMEMBERED

On 23 December 2007, London Underground's East London Line closed to the public for a major revamp under its future new operator, London Overground. The line would be extended at both ends serving many existing main line stations, some reopened and some new. To enable work on the northern extension to take place, the Whitechapel – Shoreditch section closed after traffic on 9 June 2006.



The depot at New Cross was an adaptation from the original shed provided in steam days and comprised six stabling roads (Above, Left). From the beginning of electric traction in 1913, all rolling stock on the East London Line was 'second hand' from either the Metropolitan or District lines. Between 1995 and 1998 the line was closed for upgrade which involved computer controlled signalling from a portacabin in New Cross Depot and individual shunt signals for each departure road (Above, Right). The new signalling replaced control at New Cross Gate (Southern),

Canal Junction and Whitechapel along with a ground frame at Surrey Quays. The depot at New Cross previously had just one outlet signal with depot points handworked. Upon reopening in March 1998, the depot at New Cross had been equipped with power-operated points and signalled, this being one of the outlet signals (Above). To the left of the fibre optic shunt signal is a rail gap indicator, illuminated when traction current is off in the section ahead.



Above: The two VDU screens in the portacabin control room a New Cross, that on the left showing an overview of the line and depot, that on the right Shoreditch, Whitechapel and Canal Junction.



Since time immemorial, the depot at New Cross has been a dropping off and picking up point for train crews but it wasn't until May 1990 that a proper staff platform (Left) was commissioned – with health & safety in mind. Taken from the staff platform (Below), a train from New Cross is seen arriving (Left) and departing (Right). Trains normally reversed north to south at Whitechapel in the northbound platform (Bottom, Left) during off-peak times, as they did at all times after Shoreditch closed (Bottom, Right), with rusty rails beyond the normal stopping marks looking towards fixed red lights.





SHOREDITCH

WHITECHAPEL

SURREY QUAYS

The last East London Line car line diagram (Above) in use after Shoreditch had closed showing the replacement bus service that was provided and (Left and Below) the five East London Line destinations on A Stock destination blinds.

All photos: Ian Grainger

NEW CROSS

NEW CROSS GATE