

## FINSBURY PARK

On Tuesday 17 December 2019, a new entrance at Finsbury Park opened to passengers. The entrance opened in advance of the main line gates at the station being relocated to Station Place. The new, larger entrance creates an additional step-free route into the station and will ease passenger congestion. The new entrance features six new ticket gates – including two wide aisle gates – as well as two new ticket machines and a new station control room. TfL is working with the developer to link the new entrance with the development being built on Wells Terrace, which will be available once necessary road works have been completed.



**Above:** Two views of the new entrance to Finsbury Park station, as seen on 27 December 2019.

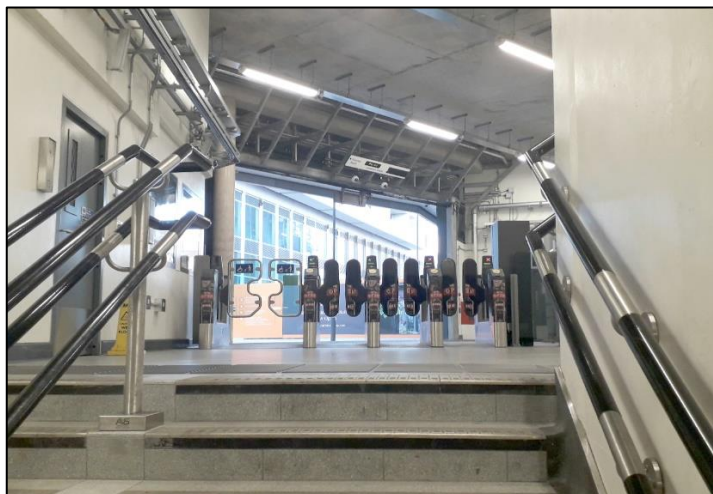
**Both photos:** Kim Rennie

**Right:** What was previously the 'T'-junction in the station's subway network, looking to the Seven Sisters Road entrance. The Underground platforms are to the left and on the right is where the ticket office at the junction used to be. The former access to the Wells Terrace entrance is immediately behind where the photographer is standing.

**Below:** Turning around we see the steps to the new entrance which goes off at an angle at the junction.

**Right:** (Right) In the new ticket hall with the new station control room to the right. The décor gives an air of being incomplete about it.

**All photos:** Brian Hardy on 9 January 2020



The upgrade to Finsbury Park station includes lifts to the Piccadilly and Victoria lines (which opened in January 2019), as well as to the Network Rail platforms at the station. The two lift shafts were excavated using traditional mining techniques in order to provide step-free access at the station. The new site – when complete – will feature a mix of commercial properties, including Cineworld, Marks & Spencer and GymBox, and more than 300 new homes. The improvements are also the result of collaborative work between TfL and the developer of an adjacent site, City North Finsbury Park.

## ACTON TOWN

*Presumably in connection with the Central Line Improvement Project for the 1992 Tube Stock upgrade, the current rails of the two shunting necks beside westbound platform 1 at Acton Town have been replaced, the work having started just before Christmas and believed to extend across the level crossing to the sidings beyond. These two views taken on 16 January 2020.*

**Both photos: Brian Hardy**



## WORK ON THE BATTERSEA EXTENSION

As already reported (in the previous issue), the Northern Line was suspended south of Camden Town (Charing Cross branch) and Euston (City branch) on Boxing Day for work on the Northern Line extension to Battersea at Kennington.

There were, in essence, two stages to the work; the first was only on Christmas Day, which was the commissioning of new SMC (Control Room) software at Highgate, which affected the whole line, hence it had to be done on Christmas Day.

The second stage started after close of traffic on Christmas Eve and continued until Start of Traffic on 27 December. This consisted of the signalling alterations at Kennington to bring the points into use and provide new routes associated with the junction, consisting of circuit alterations in the Equipment Room, modifications to the axle counters, the TBTC loops and new software on the Vehicle Control Centre – effectively the alteration to the interlocking.

The new interlocking software provides for bi-directional operation through the loop, and provides for new routes to/from the extension, though these have been left uncommissioned at this stage. Likewise, the new software makes provision for the control of Nos.15 and 23 points to and from the extension, though due to the amount of testing required in the closure, these too have been only partially commissioned with the points remaining secured reverse for through running on the loop – the remaining point functionality will be commissioned during Engineering Hours in the new year. The temporary detection arrangements, where the point detection was included in the staff protection key switch operation, have been withdrawn.

The commissioning of the points has been stated as the reason the number of berths in the loop have been reduced. This was an over-simplistic explanation.

The arrangement in the loop provided a 'Pseudo Platform' where trains could be regulated to time in the loop – this was just short of No.24 points just off Platform 2. The Pseudo Platform has now been relocated in rear of No.23 points to allow for a train to be held for time and not conflict with a future move from Battersea. Additionally, a new current rail gap has been provided approximately half way around

the loop. This will split the loop into two; one half will be the southbound half and the southbound road to Battersea, the other the northbound half and northbound from Battersea. This was not commissioned during the closure and currently the gap is cabled across, but to the TBTC system it exists and this means trains must not be berthed across it. The consequence of all of this is the reduction of three berths in the loop to two. The work was completed by 03.46 on 27 December.

On Monday 30 December 2019 a new 'interim timetable' (as described by LU) was introduced and goes on to explain "... an interim timetable is a temporary timetable which allows [LU] to operate a service while [LU] deal with a short-term issue or challenge".

*Editor's note: I've also never heard of the concept of an "Interim Timetable"; surely it's either a temporary timetable under a Timetable Notice (TTN) or a new Working Timetable (WTT)? The "Timetable Notice" No.132/19, was operative from 30 December. Instead of 96 trains for peak service, there are now 95 but with one manned spare train at Morden in both peaks – the stock requirement is this still 96 trains. Quite simply, the service patterns and service frequencies are the same as in WTT No.57, except for one cancellation in each direction between Kennington and Morden in the morning peak and two cancellations in the evening peak.*

## NEW SIGNALLING FOR CBTC



The installation of 19 new signals in the SMA09 area was successfully completed on Christmas Day, using two Road Rail Vehicles (RRV). The signals were installed on the main lines between north of Moor Park and south of Harrow-on-the-Hill stations, with the worksite handed back just before 03.00 on Boxing Day without any safety incidents. Other 4LM work undertaken in the closure included cable pulling at Harrow-on-the-Hill station and installation within Northwood Interlocking Machine Room.

**Above:** (Left) the existing three-aspect starter at Moor Park southbound main with the bagged new starter to its left.

**Left:** Moor Park station starter southbound local with the new signal just ahead. A789 is a former Met. Railway three-aspect, now two aspect.

**Top:** Harrow-on-the-Hill has two new signals at the north end of platforms 1 and 2, the latter for trains reversing south to north.

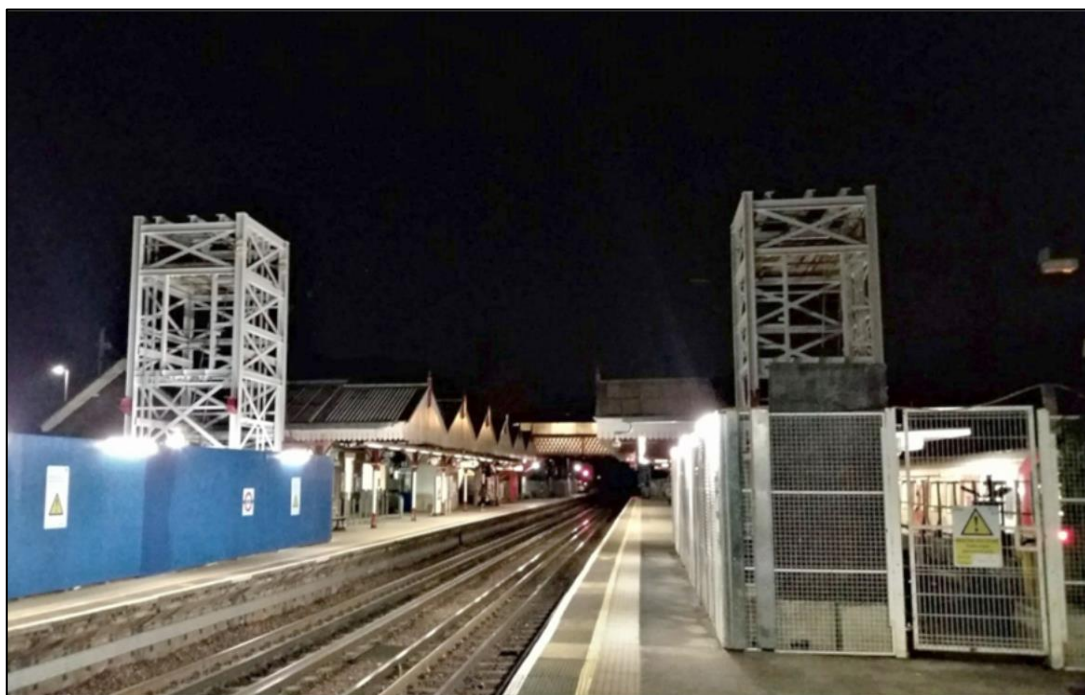
**All photos: Chris Cobley**

## STEP-FREE WORK

The skeleton piers at **AMERSHAM** went in on Thursday night/Friday morning 9/10 January 2020. The stairways and main span for the new step-free footbridge were craned into position on Sunday 12 January. The footbridge has cream panels and a claret frame. The involved a complete closure of the road outside the station, including the roundabout and short section linking to Station Road. Several low-loaders brought the main components along, and a heavy-lift crane was placed on the roundabout, with packing underneath to provide a completely level surface. During the course of the day the components were craned into place and connected to the two tower frameworks that had been constructed previously. The lifts need to be installed and the towers clad, but this appears to be the most substantial section of the work complete.

It's still a pity that LU had to build such an intrusive structure where the station is already on an embankment. Given that the southbound platform already provides step-free access, a lift descending from the island (NB) platforms could have accessed a new ticket hall beneath the tracks giving access to Station Road through the bridge abutment, which would have provided a quicker route to the station for all passengers from south of the station.

The new footbridge at Amersham will, unusually, be solely for the use of the lift users. There will be no accessible staircases for the public. A single staff-access staircase will be provided from platform 3, with security gates at both ends. Given the congestion that occurs on the island platform in the evening rush-hour when a terminating Metropolitan Line train arrives (or even a Chiltern Railways train), it was expected that the footbridge would have provided a second route to the station exit.



**Left:** The lift tower frames in place on Friday night 10 January 2020, the 157th anniversary of the opening of the Met. Railway.

**Below:** (Left) One of the stairs waiting to be lifted position.

**Below:** (Right) The new bridge in position, which has a hint of Met. colour about it!

**Photos:**  
**Keith Gregory (Left)**  
**Antony Badsey-Ellis**  
**(Both Below)**

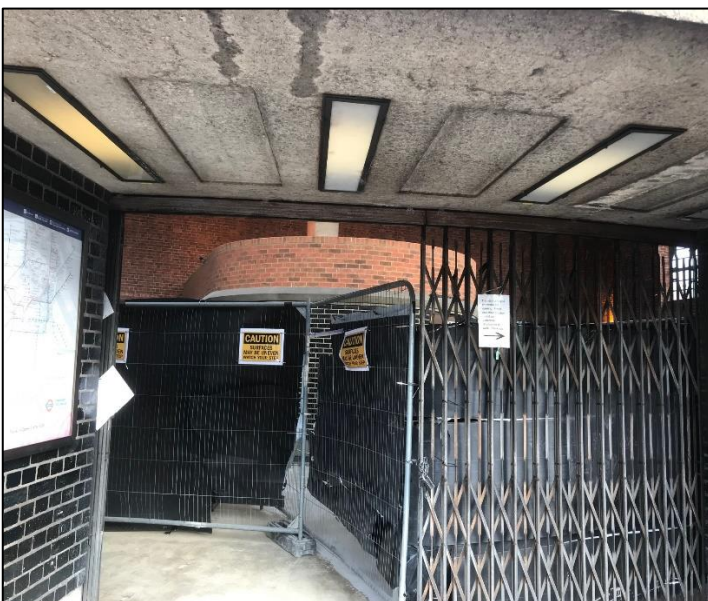




**Above:** Two views of the work on-going at **OSTERLEY** on 16 January 2020, looking over to the eastbound side on the left and looking down on the westbound side on the right.

**Both photos: Brian Hardy**

## CHISWICK PARK



One of the classic stations of the Holden era, seen on 12 January 2020. Of late, the building fabric was appearing run down and rather uncared for with peeling paint and concrete or render spalling. So therefore it is pleasing to report that a start on restoration and repair work is in hand. For the moment all appears to be at low level but brick cleaning, repointing and concrete repairs in progress both outside and inside. Chiswick Park was one of the stations whose refurbishment was started under the erstwhile Metronet but was abandoned fairly early into the proceed.

**All photos: Roger Tuke**

## TfL RAIL AT HEATHROW CENTRAL



*Crossrail class 345 EMUs have begun to make regular appearances on driver training runs during traffic hours in the Heathrow tunnels. This has been the culmination of several overnight tests to ensure reliable operation of Crossrail trains whilst under ETCS level 2. On weekdays, class 345 proving paths run after 21.00 because the Heathrow Express service reverses from a single platform at Terminal 5 after this time, therefore being able to accommodate a test train. Current timetabling means that it is not possible to accommodate class 345 diagrams to Terminal 4, these instead being done in the small hours after the close of passenger traffic. An unidentified class 345 passes through Heathrow Central on 10 January 2020 on a test run to the end of the line at Heathrow Terminal 5. (note the station name) to promote the borough's culture, this the station name has not been altered to match that of London Underground's Piccadilly Line).*

**Photo: Fraser Hay**

## THE BOROUGH OF CULTURE

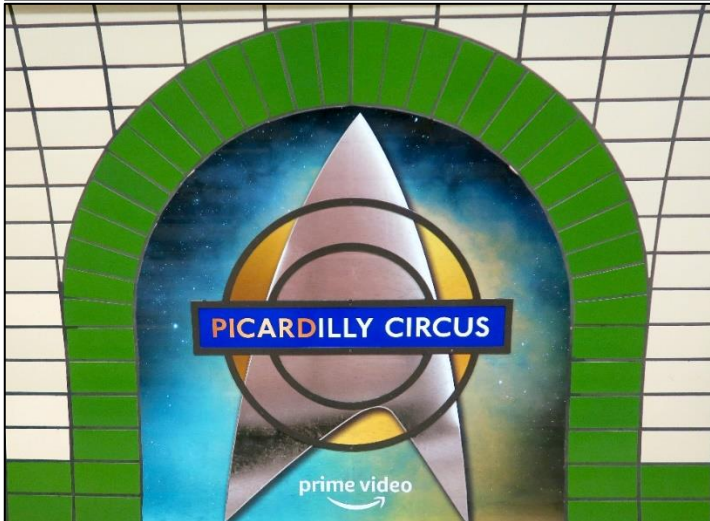


*Many stations in the London Borough of Brent have received one or two roundels per station (without the station name) to promote the borough's culture, this being at Kilburn. This follows on from those last year at some stations in the London Borough of Waltham Forest.*

**Photo: Tommy Cooling**

## PICCADILLY CIRCUS

On Wednesday and Thursday 15/16 January 2020, the station name signs on the platforms and friezes at Piccadilly Circus were renamed "**Picardilly** Circus", ahead of the 24 January launch of new Amazon Prime Video original series "Star Trek: Picard" in more than 200 territories around the world. The two-day marketing campaign was developed by Amazon, Initiative, TfL and Global Media. By using TfL's advertising estate and in-station environments, advertisers can have access to flexible and dynamic opportunities to connect with their target audiences, while helping to generate vital revenues to invest in London's transport network. As well as on platforms, the advertisements were also in the ticket hall and on escalators.



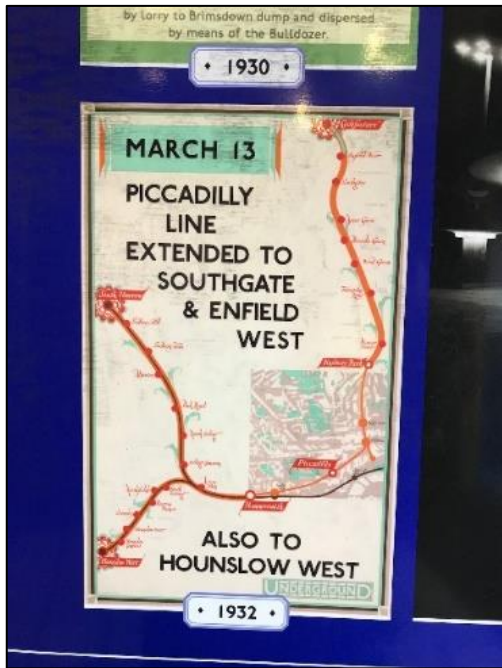
## LIVERPOOL STREET



Signage at Liverpool Street which does (or doesn't!) make reference to the Elizabeth Line, although all do in some way. The full information is seen (Above, Left), while just the purple bar is displayed (Above) with the half circles covered up by white stickers. Other signs may be seen of the whole Elizabeth Line roundel covered by white stickers (not illustrated), while the fourth variety (Left) has the sign covered by the inevitable hazard tape.

Photos: Brian Hardy on 16 January 2020

## SOUTHGATE



**Far Left:** One of the heritage poster replicas on display at Southgate, this one devoted to the extensions to the Piccadilly Line to Enfield West (now Oakwood) at the east end of the line and to Hounslow West at the west end, both on 13 March. Unfortunately, the year of the extensions should be 1933 and not 1932.

**Left:** The lighting in the escalator shaft at Southgate produces some interesting colour contrasts.

**Both photos:**  
**Richard Clowser**

## STAMFORD BROOK



## EAST HAM



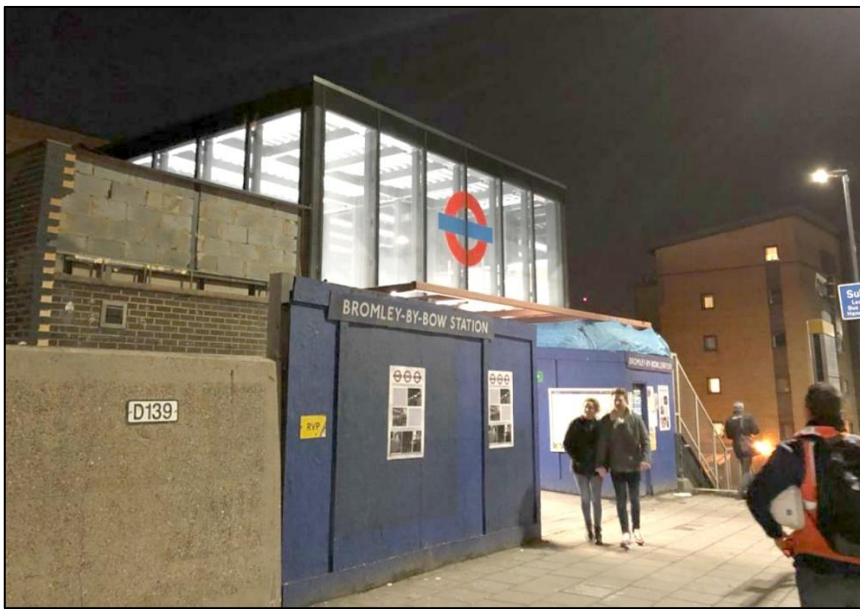
The rarely photographed subsidiary entrance to First observed on 13 January 2020 were wheelchair Stamford Brook station, which exits into Prebend safety positions on each platform but on the disused Gardens, running north-south just west of the sections beyond the physical end-of-platform barrier.

**Photo: Paul Bradley** At present, the platform surface hasn't been touched, so it is still unmade, cracked and bumpy. There are no other signs along the platform or near the lifts nor any white/yellow lines.

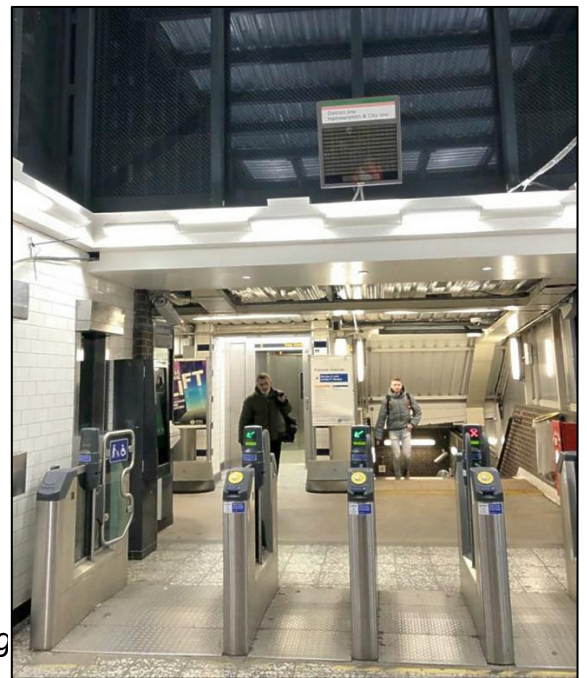
**Photo: Colin Smith**



## BROMLEY-BY-BOW

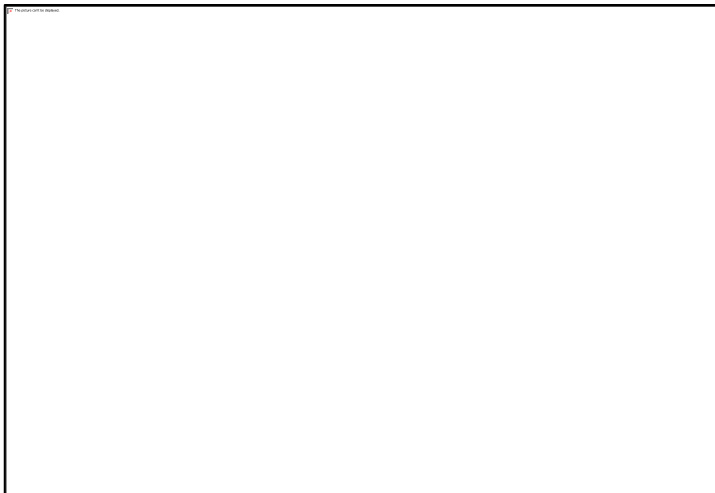


*The refurbishment of Bromley by Bow station is nearing completion, the ticket hall now without scaffolding around it. At the time of writing, the completion is expected in mid-February. It will be recalled that two new lifts have already been commissioned.*



**Photo: Transport for London**

## CROSSRAIL EAST



*Left: New Elizabeth Line diagram sign seen at Ilford on 22 January 2020. As can be seen, it anticipates the first operational stage of Crossrail with former TfL Rail (East) services going no further west than Liverpool Street (high level), but with interchange to Northern Line trains at Moorgate available via the low level platforms.*

**Photo: Kim Rennie**

## LT MUSEUM TRIP

*On Thursday 23 January 2020, the LT Museum's 1938 Tube Stock operated a private charter between Embankment and West Ham in the evening, running empty from and to Northfields Depot.*

*The train is seen passing through Mansion House on its way to West Ham (Below, Left) and then returning empty through Gloucester Road (Below, Right).*

**Both photos: Tim Easter**



## S STOCK TRIAL TRAIN OPERATORS' SEATS



Two examples of the trial seats. So far noted are 21376-21375 and 21416-21415 (green), 21430-21429 and 21560 (brown and grey), 21424-21423 and 21558-21557 (pink), 21444-21443 (red) and 21524-21523 (blue).

Both photos: **Colin Smith**

## END OF DISC CALLING-ON SIGNALS ON THE UNDERGROUND



On the eastbound approach to Parsons Green was the last calling-on disc signal on the Underground, a left-over from the days of uncoupling and coupling which ended on the District Line in early 1972. Uncoupling on the Metropolitan Line continued for another ten years with calling-on signals remaining at Uxbridge and Watford for a time afterwards. There were many other locations with calling-on signals on all lines (except for the Victoria Line of course), and some with warning signals where the calling-on signals were close to the platforms (White City, for example). All became disused after coupling in service ended and some lasted for many years (48 in the case of Parsons Green) while others were removed with resignalling. It has been noted that Parsons Green's calling-on signal was replaced by a shunt disc signal – serving what purpose? – but has been subsequently been bagged over.

Photos: **Brian Hardy (Above Left and Right) and LURS Collection (Above Centre)**

## THE NEW ACTON WORKS WORKSHOP

*The new building is now taking shape, as seen (Below) on 28 January 2020, and will be first used for the Central Line Improvement Project later in the year.*

**Photo: Mark Cole**

