

NEWSFLASHES

Items for the 'Newsflashes' (and Tailpieces) section of *Underground News* may be sent to the Editor by post and also by E-Mail, to the following address: editorUN@lurs.org.uk



Left: With the new signalling system, the signal cabin at Hammersmith H&C will be redundant, along with several others in the future. Behind the cabin the high-rise building is part of the Hammersmith Grove office complex – the new Service Control Centre is further away, beyond the end of the structures.

Photo: Jack Gordon

NF 8717 – The Four Lines Modernisation (4LM) programme has run the first train to operate using the new signalling system on the main network. Running in protected manual operation (with legacy signalling protection) between Goldhawk Road and Latimer Road, the S Stock train used the latest Communications-Based Train Control

(CBTC) software in early-September. During the weekend shutdown of the Hammersmith branch on 30 September/1 October, further testing took place. Train 701 formed (east) 21408-21407 (west) was the first test train out. For the future, 17 March 2018 will see the sub-surface railway control staff at Baker Street move to the new Hammersmith Service Centre to control the current legacy system across the network. The new signalling system will then be used for operational trials over Easter and then on 27 May will be the first section of the new signalling system from Hammersmith to Latimer Road commissioned for passenger operation, then being extended to Paddington on 24 June 2018.

NF 88/17 – The 'legacy' OPO equipment was due to be removed from Whitechapel in four stages between 20 and 25 September 2017.

NF 89/17 – Further to the notes and photograph on page 290 of *Underground News* No.664, on 20 September 2017, sidings 21-26 in Acton Works were noted as being lifted and the workshop behind being demolished.

NF 90/17 – Amersham station car park is being enlarged. The car park is currently half multi-storey, built around 1989, and half surface. It has been getting busier and is now often full on three weekdays. The owners, Chiltern District Council, have appointed Balfour Beatty to construct a new multi-storey section on the surface car park, which will replace the current 136 spaces with 502.

NF 91/17 – Enabling works have started for the new footbridge and lifts at Amersham station. This will link the current southbound platform 3 with the central island platform, at the western end of the station (i.e., the end away from London). Computer-generated images show the structure to be rather dominant compared with the modest station building, in part because this area of the station is on an embankment.

NF 92/17 – It is reported that TfL are continuing to install new lifts at Seven Kings, Manor Park and Maryland to give these stations step free access. There will be weekend closures until December 2017 so that Network Rail can install more than 10km of new overhead wires and connect the Crossrail central tunnels to the rest of the route. Refurbishment work also continues at Harold Wood, Gidea Park, Manor Park and Maryland. On Friday night 27 October, a class 345 Crossrail train was used for gauging purposes. Because the overhead lines have not yet been energised, the gauging trial will see the EMU hauled at low speed by a Class 37 diesel locomotive. The test train ran from Stratford, entering the tunnel at the Pudding Mill Lane portal. It ran as far as the junction at Stepney Green and then reverse over the southern branch through to Abbey Wood before stabling at Plumstead sidings.

NF 93/17 – It is reported that the ticket offices at Gunnersbury and Kew Gardens closed permanently on 5 July 2017. Those on the DC line are, at the time of writing, still open at certain times of the day, but the end is expected soon for Kenton, South Kenton, North Wembley, Stonebridge Park, Harlesden and Kensal Green. Harrow & Wealdstone, Wembley Central and Queen's Park are expected to survive for a little longer.

NF 94/17 – Further to the photo on page 589 of the September 2017 issue of *Underground News*, the white vinyls at Upton Park have been peeled off, revealing the West Ham United Football Club signs again.

NF 95/17 – Further to the photograph on page 395 of the June 2017 issue of *Underground News*, by mid-October, it was noted that the large crane just west of Earl's Court was being dismantled.

NF 96/17 – Coventry Electric Railway Museum closed on Sunday 8 October. A carriage from a class 309 Clacton set with the Victoria Line signalling simulator exhibition has found a new home at the Colne Valley Railway in Essex.

NF 97/17 – London Underground is trialling new red tabards for four weeks at five stations across the network, at Knightsbridge, Oxford Circus, South Kensington, Tottenham Court Road and Uxbridge to see if they improve staff visibility. Using orange hi-vi's has also been considered as a way of improving staff visibility but these are normally worn for safety critical duties, so if they are worn all the time, it could reduce their effectiveness in an emergency situation.

NF 98/17 – The temporary crossover bridge to platforms 5 & 6 on London Overground platforms at Whitechapel opened on 20 October 2017.

NF 99/17 – Work to increase capacity at Bank station by 40% is progressing, with 80% of pilings for the new station box completed, and over 220 metres of sprayed-concrete-lined tunnelling finished. November 2017 should see completion of a cable shaft and new electrical rooms, enabling handover to the power contractor for the 12-month installation of new station high-voltage transformers, freeing space for the new Central Line triple escalator shaft. (Source: TfL Commissioner's Report to 9 November 2017 Board Meeting).

NF 100/17 – A 72ft high tower crane has been erected at Bank, which will enable the new Bank station entrance to be completed, under the Bank Station Capacity Upgrade project. The crane will be used to lift heavy loads through moling holes, (openings that take materials from lower levels), for the duration of the excavation and civils works, which are scheduled to be completed in 2020. Bank station currently has 50 per cent of users at peak times changing between the six lines. Demand is rising steadily, from 222,000 in 2003 to its current 337,000 passengers per day. When the works are complete, the station will offer improved access and congestion relief for Bank/Monument station, as well as a new entrance from Cannon Street, and a new southbound platform for the Northern Line.

NF 101/17 – It appears that TfL's pledge to introduce a Boxing Day service on parts of the London Overground network in 2017 will not now happen. It is also suggested that it may not be possible in 2018 either, blaming the amount of engineering work going on.



NF 102/17 – Photos of ‘Battersea Junction’ in the Kennington loop. The photo (*Above*) is the junction towards Battersea and the two (*Below*) are the junction from Battersea.

All photos: LURS Collection



The two new Northern Line Extension junctions (northbound and southbound) have been constructed from the Kennington shafts, and are now nearing final completion. The final stages will include a ten-day blockade of the Kennington loop over the Christmas 2017 period, to integrate the new track and signalling work.

NF 103/17 – Further to NF 64/17 regarding the replacement of the station canopies at Ealing Broadway, the Central Line platforms have reached approximately half way (from the entrance end).