

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

NF 82/19 – The new SER/ESR at Amersham has been completed, the hoardings have been removed, and the footpath along the foot of the embankment has been restored to use.

NF 83/19 – Chiltern line trains heading northbound have, for the most part, switched to using the centre platform (2) at Amersham, with rather more Metropolitan Line trains reversing in platform 1. According to staff, this is because the lift construction works at the north end of platforms 1 and 2 prevent a clear view of the mirror on platform 1 that Chiltern line drivers use to check that passengers are clear of the train, and hence they have switched platforms.

NF 84/19 – From Sunday 27 October 2019, the ticket machines at Canary Wharf LU station will become cashless, using only debit or credit cards to buy tickets or top up Oyster cards. Oyster or contactless can still be used to pay as you go at the gates. Cash payments can be made at Heron Quays DLR station (but only from a machine!) which is about a two-minute walk from the main LU entrance.

NF 85/19 – Further to the new station building at West Hampstead (London Overground – see *Underground News*, October 2019, page 538) being opened on 29 July 2019, two new lifts were commissioned on 11 October 2019, making the station step-free.

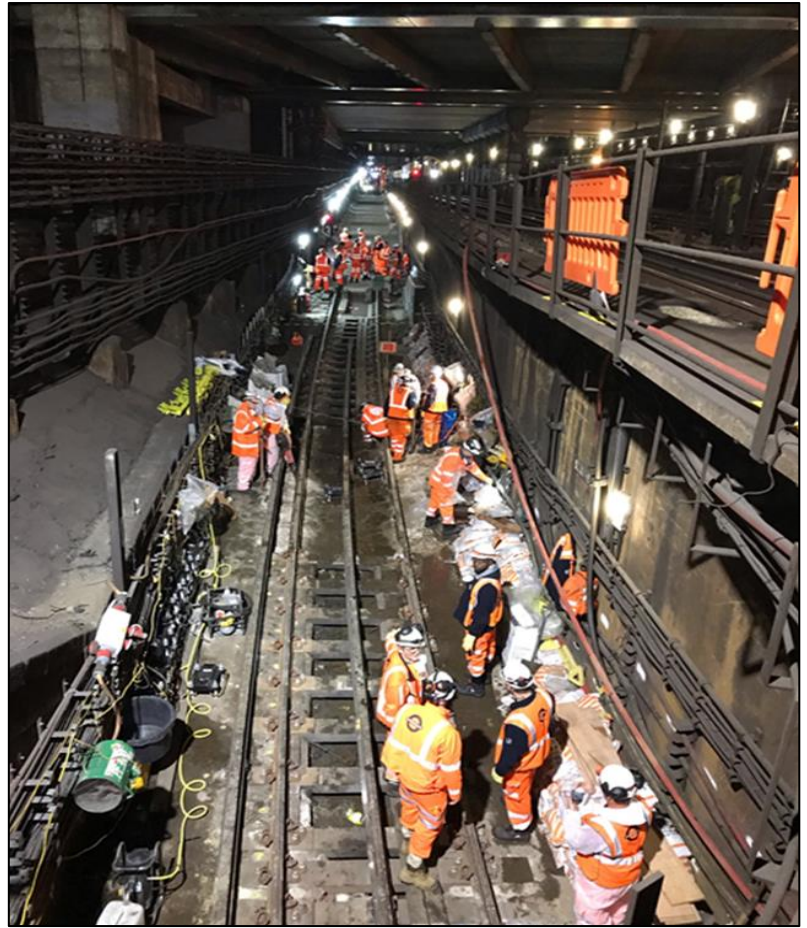
NF 86/19 – Work continues apace on the lift installation at Mill Hill East. During October, brick cladding had been virtually completed on the lift tower with work having begun on installing the lift car.

NF 87/19 – TfL is developing proposals for the development of land along Bollo Lane, Acton Town, to deliver new homes, green spaces and public realm improvements. The site stretches from the station entrance to the Acton Works entrance. The consultation was open until Wednesday 13 November 2019. Frank Pick House (LU escalator engineering) and train drivers accommodation in Bollo House are not considered worth retaining, and alternative accommodation may be available in the Acton Works area. The original electrical sub-station will be retained, but an artist's impression shows a new building atop the current building.

NF 88/19 – So that rail grinding work could be undertaken as a priority beneath the Royal Festival Hall, the rail grinding machine was stabled in the NLE tunnel just south of Kennington on 29/30 October 2019.

NF 89/19 – Two views of the track replacement work taking place on 20 October 2019 near Earl's Court on the District Line.

Both photos: LURS Collection



NF 90/19 – This sign was noted (Left) at Stratford in the Jubilee Line concourse area on 10 October 2019. To have a sign pointing passengers to equipment that isn't working ...

Photo: Brian Hardy

NF 91/19 – It is reported that cut-down 1983 Tube Stock driving motor car 3634 at Great Ormond Street Hospital has been broken up as there were no plans for it in the hospital refurbishment.

NF 92/19 – Readers may have seen "Trains That Changed the World" on television recently. Your writer suggests it was dreadful quality. Half a dozen 'experts' never heard of, except for Christian Wolmar. There were numerous 'howlers' and down-right errors, reversed projections, trains going backwards and images that didn't match the dialogue. It was obviously thrown together and the makers did not know what they were showing! A German streamlined 4-4-4T was shown in the belief it was an armoured train! However, there were many short clips (some of just a few seconds duration), with some never-before-seen gems – MV/MW stock trains at Stanmore, for example.

NF 93/19 – Planning for future lifts at Ickenham and Sudbury Hill have reached an advanced stage, with work having recently started at Osterley.

NF 94/19 – On 8 October 2019, it was noted that Old Oak substation was being demolished (it has been hidden by trees for many years). It also housed the substation control room for the west end of the Central Line, while the east end substation control room was at South Woodford, also now

demolished. Old Oak substation did in fact belong to the Great Western Railway and was provided for the Ealing Broadway extension of the CLR in 1920. Other relevant dates for both:

- 22.12.80 – Old Oak Common substation control room (controlling Brentham, Greenford, Northolt and Ruislip substations) closed, with control transferred to Cromwell Curve.
 - 19.12.81 – South Woodford substation control room closed and control transferred to Leicester Square.
 - 03.08.86 – Control of Old Oak Common, Brentham, Greenford, Northolt and Ruislip substations from Cromwell Curve to Leicester Square.
 - 25.07.93 – Park Royal substation (west of North Acton Junction on westbound side) commissioned and Old Oak Common substation de-commissioned and closed.
 - 22.02.96 – New substations at South Woodford and Woodford sidings commissioned and South Woodford substation de-commissioned and closed.
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PHOTOGRAPHS

Opposite: (Top) The Underground's 'Heritage' 4-TC set being topped and tailed by 73.201 (leading) and 73.107 (rear) working the 1Z73 09.44 London Waterloo – Swanage seen at Micheldever on 11 August 2019. To the right can be seen some of the sidings where Pre-1938 Tube Stock was stored in 1965-66 prior to being selected or rejected for Isle of Wight service.

Opposite: (Lower) A southbound Jubilee Line train of 1996 Tube Stock is seen approaching Finchley Road on 18 August 2019. The train is about to pass under the gantry that originally had three mercury tubes hanging down, to detect surface stock (the mercury was later replaced by a more environmentally friendly detection system), but removed since the introduction of Automatic Train Operation. Despite the ATO system being commissioned in 2010/11, some previous signals still remain in situ.

Both photos: Kieren Cross