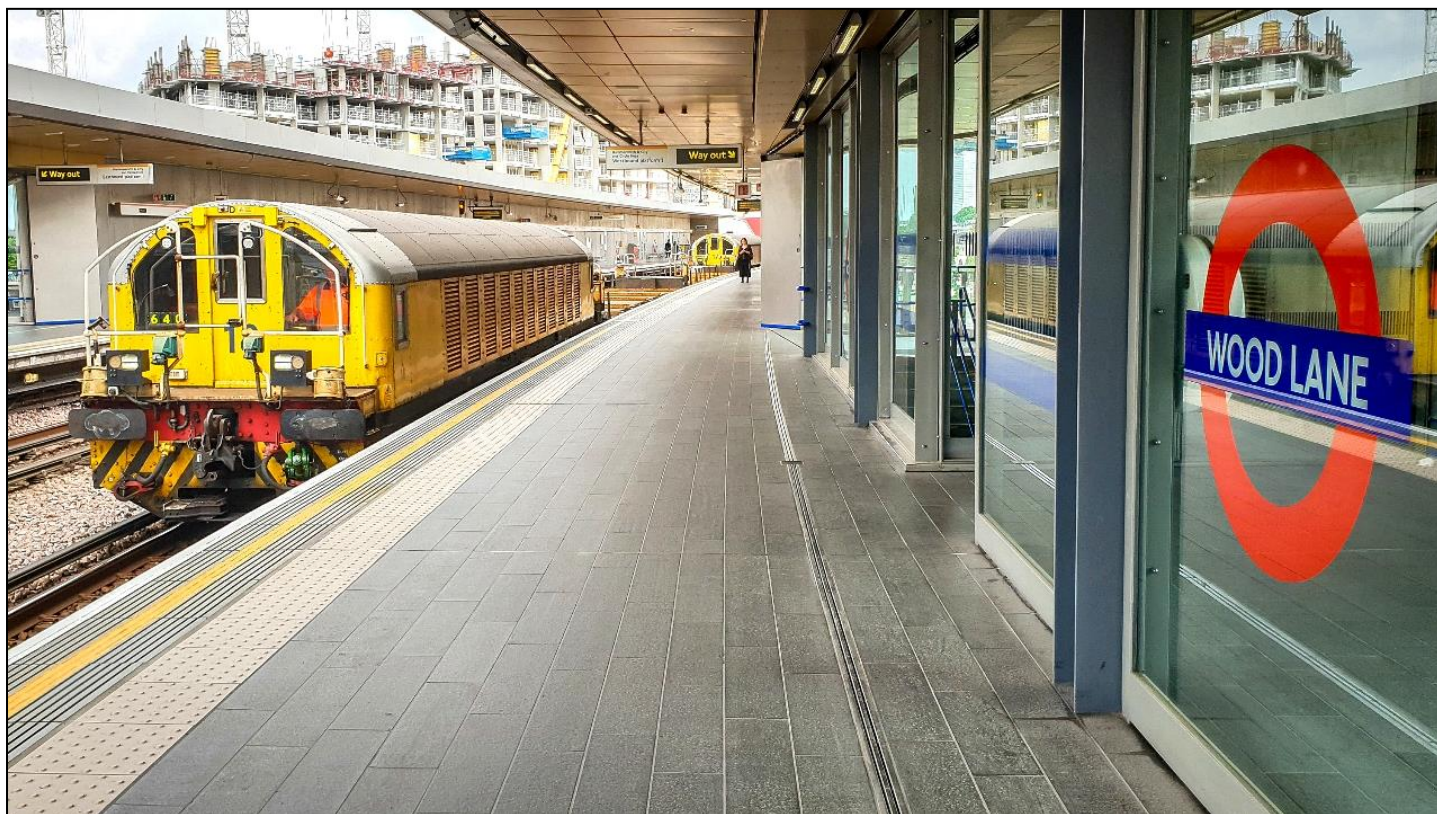


# NEWS AND NOTES

## NEW SIGNALLING



**Above:** L18 transferring to Hammersmith for CBTC testing on 2 June 2018, passing through Wood Lane on the westbound. It, and L17 on the east end, are the first (1969 Metro-Cammell-built) battery locomotives to operate under CBTC signalling on the operational railway, albeit still in the testing area.

**Photo:** Jack Gordon

What was to have been a celebratory event from the start of traffic on Monday 25 June turned out not to be the case, more of a sombre affair. The planned introduction of TBTC on the Hammersmith & City Line between Hammersmith and Latimer Road from the start of traffic on Monday 25 June 2018 was deferred during trials on Saturday 23 June. The Hammersmith branch passenger service was suspended west of Paddington Suburban to enable trial operations to take place using the normal timetabled service, with trains running empty west of Paddington (see 'Planned Engineering Work, page 450, this issue), the changeover point between the old and new systems (and vice versa) being at Latimer Road.

The conversion work not only included the signalling on the main running lines but the tracks of the former Hammersmith Depot, which is being downgraded to siding status. This means that all points within the sidings area will become power operated with trains to be routed through the new signalling system. As no maintenance (apart from cleaning and Train Preparation) is undertaken at Hammersmith any more, the new signalling allows the abolition of ground shunters to authorise train movements.

However, it became clear early on Saturday that all was not well. After an hour's late start to services to and from Hammersmith, trains began losing time in the CBTC area, up to an hour as time progressed and, at one time in the early morning, some 50% of the C&H service was backed up on the Hammersmith branch. Initially, there seemed to be a reluctance to short trip on the westbound (for example, west to east at Edgware Road, so as to avoid the problem area) with late running trains being short-tripped instead heading eastbound. Not surprisingly, the Hammersmith & City and Circle Line services soon degraded into 'severe delays' status and a further mis-match between the old and new systems at Latimer Road caused a 90-minute suspension of the Hammersmith branch from 18.45.

As the morning progressed, a decision was taken to implement a reduced and 'special' service with 4 trains per hour inner and outer rail Circle and 4 tph Hammersmith – Barking, as well as an early close-down of the Hammersmith branch for further work to be undertaken late evening and overnight.

However, the 'further work' was not on the new signalling system, but to "unplug it all and restore the old signalling". This indeed happened and a normal passenger service using the old signalling resumed on

Sunday 24 June. Quite when stage 0.5 of the new system will now be commissioned is unclear, although an opportunity arises four weeks hence (21/22 July 2018 – when stage 1 Latimer Road – Paddington Suburban was scheduled as this issue closed for press). Whether stage 0.5 or both, or neither take place, we must wait for the next issue of *Underground News*.

## D TRAINS FOR WALES

Railway Gazette on 6 June 2018 reported that Investment of £1.8bn in three new train fleets, electrification of commuter routes radiating from Cardiff and station modernisation across the 1,623 route-km Wales & Borders network is envisaged under the 15-year Operations & Development Partner contract awarded to KeolisAmey by the Welsh government on 4 June 2018. “The ‘dreaded’ Pacer DMUs, which do not meet modern accessibility standards, would be removed from service by the end of 2019”. In the short term they are to be replaced by Bombardier Class 170 DMUs cascaded from Greater Anglia, Class 769 electro-diesel multiple-units produced from modernised Class 319 EMUs, and Class 230 D-Trains to be converted by Vivarail from ex-London Underground D Stock.

Incoming Wales & Borders franchisee KeolisAmey is to take delivery of five three-car Class 230 D-Train diesel-battery multiple-units from Vivarail, which is to produce them using the bogies and aluminium bodysells of withdrawn London Underground D Stock trains. Intended for use on the Wrexham – Bidston, Conwy Valley and Chester – Crewe routes, the units are scheduled to be delivered in early 2019 for testing, ahead of entry into service from mid-2019. The Class 230 DMUs would provide ‘a step-change in passenger comfort and service quality’ on the routes. They will have power supplies at all seats, wi-fi, air-cooling, bicycle spaces and an accessible toilet supplied by Welsh manufacturer Precision Custom Composites. GPS location data will be used to switch off the diesel engines in stations and environmentally-sensitive areas. The livery has been designed by Creative.

There will be a range of seating layouts and plenty of space for bikes and luggage. In March, Vivarail announced an agreement to supply three two-car Class 230 D-Train diesel-electric multiple-units to West Midlands Trains for operation on the Marston Vale Line between Bedford and Bletchley from December 2018.



## HEATHROW

With Terminal 1 being long closed to passengers at Heathrow Airport, and with the rebuilding of Terminal 2, it seemed natural that Heathrow T1,2,3 station would be renamed Heathrow T2,3, although ‘Heathrow East’ was at time suggested, with Terminal 4 becoming ‘Heathrow South’ and Terminal 5 ‘Heathrow West’. But to have station names at variance to the terminal names was considered confusing and undesirable so it was decided to rename it to Heathrow T2,3. Such was the plan but it would not only have meant complete resigning at the station, but all westbound Piccadilly Line station line diagrams along the line. Not surprisingly, with the financial situation affecting London Underground, progress has been painfully slow since the first Tube Map appeared with the revised name in January 2016. In most other respects, the name has remained unchanged. These few photographs reflect the situation on 14 June 2018.



**Above:** Signage for the lifts and all three terminals, with the station name frieze still displaying all three terminals.

**Below:** The exit side from the pair of lifts at Heathrow T2,3.





Trackside signage (Above) and platform signage (Left). Officially, the name change took place from 20 May 2018 but a month later little had changed.

**Below:** Looking east along the eastbound platform at the west end of Heathrow T1,2,3 as it still is named. The raised section of the platform for step-free access between the platform and train may be seen, along with the mis-match of white and yellow lining at the transition point.





**Above:** The Heathrow Express arrival platform, looking towards London. First named Heathrow Central when HEx opened, on 14 June 2018 the platforms appeared to be nameless both on the platform panels and trackside panels.

**Left:** Photographed at Acton Town on the same day, the first and last train information poster refers to Heathrow T2,3 on both first and last trains, and on the line diagram. However, no other signage had then been changed – on stations, on other Piccadilly Line stations, the car line diagrams and destinations on Piccadilly Line trains.

**All Heathrow-related photos: Brian Hardy**

	Mon to Thurs	Fridays	Saturdays	Sundays
<b>First train</b>	0502x	0502x	0434x	0514x
<b>Last train</b>	2335	2335	2335	2304
Trains run every 10 minutes*				
x Change at Hatton Cross				

Westbound to Heathrow Terminals 2 & 3 and Heathrow Terminal 5	
Monday to Sunday	
From 0502 (Sat 0554, Sun 0644)	Friday and Saturday nights: from 0124 to 0554 (Sun 0644)
until: 0047y Monday-Thursday	
0124 Friday-Saturday	
2349z Sunday	
Trains run every 10 minutes*	
y A later trains run to Heathrow Terminals 2 & 3 at 0057	
z A later trains run to Heathrow Terminals 2 & 3 at 0002	

Westbound to Rayners Lane				
Mon to Thurs	Fridays	Saturdays	Sundays	
<b>First train</b>	0517	0517	0517	0652
<b>Last train</b>	0059	0059	0059	0004
Trains run every 5-10 minutes*				

Westbound to Uxbridge				
Mon to Thurs	Fridays	Saturdays	Sundays	
<b>First train</b>	0517r	0517r	0517r	0652r
<b>Last train</b>	0059	0059	0059	0004
Trains run every 15-20 minutes*				
If no through train is shown take the first train to Rayners Lane and change there				
r Change at Rayners Lane				

For earlier and later trains to Piccadilly line stations also served by the District line, please see separate posters

### CITY & SOUTH LONDON CARRIAGES 163 AND 135

Following the closure of the Electric Railway Museum near Coventry in October 2018, its exhibits have been dispersed for safe keeping. A new arrival at Neasden Depot on Tuesday 19 June 2018 was City & South London Railway carriage 163 of 1897 vintage. It is currently stored at Neasden (*Overleaf, Top*) pending a decision by the LT Museum about its future.



**Photo: Ian Grainger**

In addition to car 163, the other C&SLR car formerly at the Electric Railway Museum, No.135 built by Brush in 1902, has made its way to Hope Farm in Sellindge, although the plans for this car are also unclear. Both carriages were owned by this Society until June 2000.

## WIMBLEDON TENNIS



**Left:** Again during the Wimbledon Tennis fortnight, the platform area of Southfields station has been 'decorated' with an imitation grass floor surface, and has been sponsored by Häagen-Dazs, the ice cream manufacturer. Seen arriving at Southfields on Sunday 24 June 2018 is an S7, led by DM 21405. The fact that a frequent (5-minute interval) service now serves Southfields means that spare trains are no longer required. In times past, the off-peak service to Wimbledon was every 15 minutes.

**Photo: John Mees**

## T STOCK PROGRESS



**Above:** Looking resplendent at the Buckinghamshire Railway Centre on 29 June 2018, one of the former T Stock motor cars repainted into brown livery. See also June 2018 issue, page 286.

**Photo: Adrian Aylward**

## PICCADILLY LINE SEATING MOQUETTE



**Left:** Several trains of 1973 Tube Stock on the Piccadilly Line have received the new seating moquette as seen (*Left*) at Heathrow T1,2,3 (or Heathrow T2,3!) on 14 June 2018. A close-up of the new moquette (*Overleaf, Top*) which shows the seats for mobility impaired persons on the right and the main seating moquette. It is open to discussion whether the new seating is as comfortable as the old.

**Photos: Brian Hardy**



## NORTHFIELDS STATION – HERB GARDEN

**Below:** An attraction on the westbound platform at Northfields at the east end is a Herb Garden, which has been created by an Instructor Operator at Northfields train crew depot. The garden has been entered into the 2018 Flower in Bloom competition. It has already been featured in the Evening Standard and local papers. Photo taken 14 June 2018.

**Photo: Brian Hardy**





## REPAIR OF 1972 MkII TUBE STOCK DM 3338

As reported in previous issues of *Underground News*, 'middle' 1972 MkII Tube Stock DM was damaged in a collision with the stops in Stonebridge Park Depot on 23 March 2018. It was taken to Acton Works by road on 28 April 2018 for repair. The damaged cab end is being replaced by 1967 Tube Stock DM 3061, which was in the Emergency Response Unit's training fleet. These three views show the 1967 Tube Stock cab end (*Below, Left*) after the removal of the inter car barrier brackets, a side view showing the section cut off (*Below, Right*), and an interior view (*Bottom*) facing the section cut off for reuse.

**All photos: Tom Holden**

