

NEWS AND NOTES

MOORGATE



During the weekend closure of the SSR east of King's Cross, part of the work involved coping stone modifications and trial holes at Moorgate in connection with steps for safe access on to the track from the platform, as seen on 5 May 2018.

Photo: LURS Collection

FULHAM BROADWAY

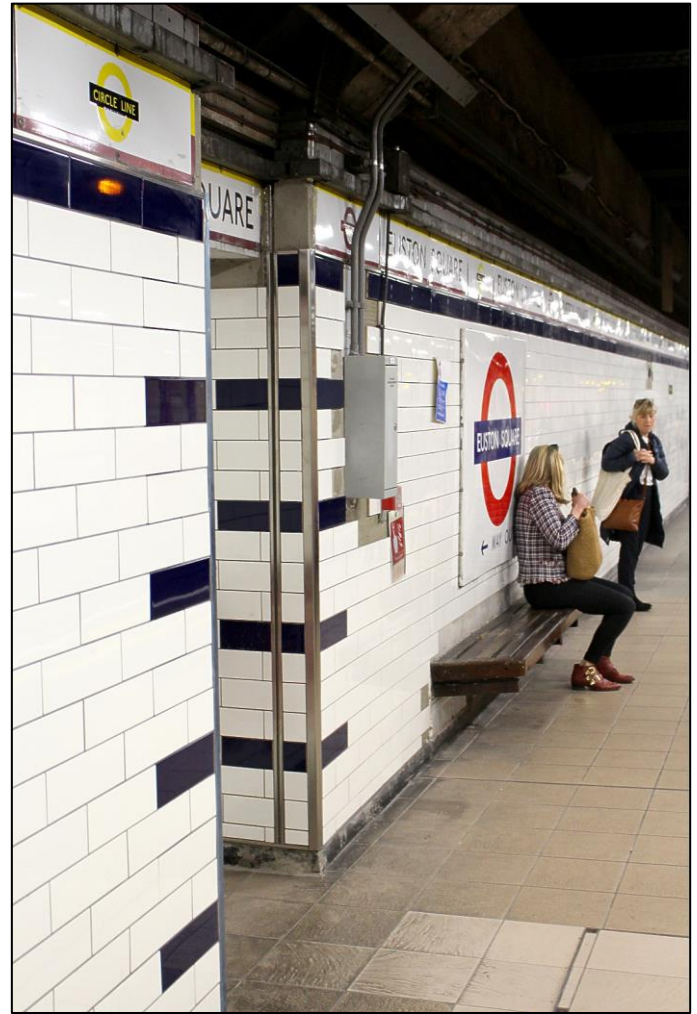


The 1905 Harry Ford Grade II listed terracotta facade and booking hall at Fulham Broadway was reopened in early May 2018 as a market hall (*Above*), after being vacant for several years. The former ticket office side where the ticket windows were have been incorporated into the servery, with the 'To The Trains' notice above and 'DR' monogram below the cornice. A close-up of a ticket office window (*Right*) – the scoop in the counter for coins seems original, as presumably is the green tiling below. This entrance was replaced by a new (and the present) entrance from 30 June 2003.



Both photos: David Lyall

DEVELOPMENTS AT EUSTON SQUARE



Further to the notes on page 232 of the May issue of *Underground News* and NF 38/18 in the June issue, work is progressing with the retiling, the eastbound platform being more advanced than the westbound. On 10 May 2018, the (mostly) retiled eastbound platform is seen (*Top Left and Above Right*), while the west end of the westbound platform (*Above, Left*) has yet to be dealt with. Note that the frieze remains in all photos, which alternately refer to the Metropolitan and Circle lines.

HARROW-ON-THE-HILL



On 11 May 2018 it was noted that work had begun on the provision of step-free access at Harrow-on-the-Hill. Other stations to have lifts are Amersham, Boston Manor, Burnt Oak, Cockfosters, Debden, Hanger Lane, Ickenham, Mill Hill East, Newbury Park, North Ealing, Northolt, Osterley, Park Royal, Rickmansworth, Ruislip, South Woodford, Snaresbrook, Sudbury Hill and Wimbledon Park¹.

All photos: Brian Hardy

¹ Amersham, Newbury Park and Osterley were to have had lifts some years back, but these plans were then cancelled. Some work was initially done but subsequently the working sites reverted back to normal. Second time lucky ...

VICTORIA



Work continues on the enlargement and upgrade of Victoria Underground station. The poster (Above) seen on 10 May 2018 proclaims completion of the project this year, but it looks more likely to be later in 2018 rather than sooner.

Two London Underground awards for the East Coast Main Line, back in 2005 (Above Right) when it was managed by the Great North Eastern Railway and ten years later (Right) under different management. It is all change again in the light of recent events and it will be interesting to see who takes over the East Coast Main Line in the future.

All photos: Brian Hardy

HERITAGE AWARDS



BUCKHURST HILL

With reference to page 534 of *Underground News* No.668, Buckhurst Hill station acquired its step-free access on 4 May 2018, at the south (Queen's Road – west) end only, by re-opening the entrances/exits there that were closed in c.1982 as an economy measure. There are no lifts!



These two photographs were taken on 23 April 2015 before any work had started and shows the eastbound exit with closed gates (Above) and the steps to the westbound platform (Right) with fencing to prevent access. Throughout the closure period, the public subway between Queen's Road and Lower Queen's Road has remained open.

All Buckhurst Hill photos: Brian Hardy



Above: Amended signage on the westbound platform at Buckhurst Hill (*Left*) as seen on 10 May 2018 with the wheelchair symbol and arrow added. The reopened Queen's Road entrance at the west end of the westbound platform (*Right*). There are Oyster readers (presumably accepting other payment cards etc. too), that on the westbound side being outside the entrance/exit, the other on the eastbound platform. There are also Help Points and Portaramps (to bridge the gap) but no nearby dot matrix indicators to show whether there is any service. Some extra lighting has been installed, but not specially over the Help Points, and no CCTV as would have been provided in a full Metronet refurbishment. It remains to be seen what will happen when the local two-legged 'wildlife' find they have free access (including, it is presumed, in Night Tube hours, as nothing could be seen about restricted opening times).



The reopened eastbound entrance (*Above*) and access from Lower Queen's Road (*Below*). The access from Queen's Road itself (*Right*), straight along to the eastbound on the left and via the ramp and subway to the westbound on the right. The former stairs on each side remain fenced off with ramp or level access only.



A NEW ADDITION TO THE EPPING – ONGAR RAILWAY

A 1959 Tube Stock driving motor car has been donated by London Underground to the Epping – Ongar Railway. It was delivered to North Weald on Monday 21 May. The motor car was previously in the Northern Line Depot at Morden as a conference and meeting room and had to be moved as part of a major upgrade project in the depot. It will be put on permanent display at North Weald as an added attraction for the Railway's visitors where it will become a small museum showing the history of the Epping – Ongar Railway and London Transport memorabilia.

This particular car is one from a seven-car train that was painted into 1920s 'Heritage' livery for the centenary of the City & South London Railway in 1990. Because of stock requirements, it was later split and worked with unpainted units. Formed 1044-2044-9045-1045+1030-2030-1031, the four-car unit was withdrawn on 23 June 1999 and the three-car on 4 January 2000. Fortunately, five out of the seven cars survive in some form.



Above: DM 1031 looking resplendent in its Heritage livery, photographed in Neasden Depot after return from Vic Berry of Leicester.

Left: The seven-car formation with DM 1031 leading southbound at Finchley Central, despite what the destination blind says!

Overleaf: (Top) DM 1031 leads again, this time into Golders Green on the northbound, passing the old signal cabin. By this time the units had been split and lost their 'sparkle'.

All photos: Brian Hardy



DM 1031, however, has an interesting history, as it was originally numbered 1085. The original 1031 was scrapped on 7 March 1990 after a collision at Golders Green Depot and being spare at the time, 1085 took 1031's place, in the formation 1030-2030-1085. In the meantime, 1031 was renumbered 1031R in May 1988, so as to distinguish it from the original, which then still existed. After the seven-car train returned after painting in Heritage livery at Vic Berry of Leicester, 1031 returned without the 'R' suffix.



Above: DM 1031 is seen in the High Road at North Weald, having come off the M11 earlier. Of interest on the right is the former petrol garage, long closed from selling petrol but now in use as a car wash. Note the prices of the petrol and diesel back then, although they are creeping up again now!

Photo: Owen Hayward

Opposite: After arrival at North Weald on 21 May 2018, 1031 being lowered onto the track (*Top Left*), and on rails (*Top Right*). The interior of the car showing the centre transverse seating that had been removed when at Morden (*Centre, Right*) seen the following day, when it was moved to a siding just east of the station (*Lower*).



Photos: Dean Walton (Top Left), Nick Agnew (Top Right) and Christopher Westcott

UXBRIDGE – THE FINAL LAYOUT

Below: Further to the previous notes about the changes to layout at Uxbridge, this looks west on 6 May 2018 showing that just one reception road remains.

Photo: LURS Collection



EMBANKMENT

Photographed on 14 May 2018 (*Left*), the retail outlet on the westbound platform at Embankment. The style of lettering leaves a lot to be desired (on both platforms) and is certainly not in keeping with TfL's Corporate standards, even though the work 'Kiosk' is.

Photo: Nick Agnew

COMING TO THE NORTHERN CITY SOON

Unit 717.005 (and another coupled to it in the distance) on test in Germany (*Below*) before being delivered to the UK for services to and from Moorgate on the former GN&C (Northern City Line). There will be 25x6-car trains, which will mean no 'short' trains any more, once the class 313s have been withdrawn. Reports suggest entry into passenger service on the Great Northern inner suburban routes will be in September 2018 with the full fleet in service by early next year – we wait and see ...

Photo: Siemens



BAYSWATER



Above: It is thought that the hanging sign on the eastbound/outer rail at Bayswater is a fairly new installation – in the last month or two. Interesting that it implies direct trains to Baker Street and King's Cross, which there are not (with the odd exception). Perhaps a clarification 'Change at Edgware Road' for these two stations would have been more appropriate?

Photo: Colin Smith



TfL RAIL IN THE WEST

Left: From Sunday 20 May 2018, TfL Rail took over the Heathrow Connect service between Paddington (main line station) and Heathrow Terminal 4, via T2,3. However, because of signalling issues on the tunnel section, the hoped-for introduction of class 345 Crossrail trains on this service was unable to take place and instead the existing class 360 trains were used but with 'TfL Rail' branding, as seen at Ealing Broadway on 21 May 2018.

Photo: David Rowe

The service is similar to that previously provided by Heathrow Connect (every 30 minutes to Heathrow 2,3 and every 15 minutes to Heathrow T4).



Above: Seven-car Crossrail class 345 trains in fact took over the Great Western Railway local service between Paddington and Hayes & Harlington from 21 May 2018. The TfL Rail Paddington to Heathrow section is now on the Tube Map. On 22 May 2018 a westbound Hammersmith & City Line train of S7 Stock passes a class 345 on the former GWR Hayes & Harlington service – both trains were built in Derby by Bombardier.

Photo: George Odlum

CRAVENS ON THE MOVE



Cravens Heritage Trains Ltd. (CHTL) preserved 1960 Tube Stock DM 3906 was transferred by road on 21 May 2018 from Ruislip Depot to Acton Works. CHTL have agreed to help LU with their Track

Recording Train by lending them the traction motors from 3906 while necessary maintenance is carried out on the Track Recording Train motors, and ensuring the TRT is kept operational and doing the job it's meant to do. CHT are happy to help while its unit is out of service waiting upgrades to enable future 750v DC working.

Photo: Fred Ivey

DLR BANK EXTENSION OVERHEAD WORK



With reference to Underground News for November 2018, pages 740-741, work continues with the new housing development over the Docklands Light Railway in Royal Mint Street which is extending the tunnels from the Bank direction by about 150 feet. This is the situation on 17 May 2018.

Photo: Brian Hardy