

# NEWS AND NOTES

## S STOCK ODDITIES



Westbound District Line trains occasionally take the wrong signal offered west of Acton Town and have to continue to South Ealing, where one such train is seen in the westbound local platform on 7 April 2018. From here, passengers are detrained and the train sent to Northfields to reverse in Depot.

**Photo: Peter Seddon**



Contrasts in S8 trains at Watford on 9 September 2018. On the left is one of the early deliveries with the red 'feet' at solebar level but unmodified for ATC, and on the right, a de-icing train, which has been modified for ATC, as confirmed by the antennae either side of the destination display.

**Photo: Fred Ivey**



**Left:** Seen at Uxbridge on 27 August 2018 in the middle road, a modified (for ATP) S8, strangely showing "Croxley Semi Fast". Whilst this is out of place on the Uxbridge line, the destination itself is quite possible. However, in the current timetable, no trains are scheduled to terminate at Croyley and those that stable there either arrive empty or shunt to the sidings from the platforms.

**Photo: Brian Ammann**

## THE ENTRANCE TO FARRINGDON CITY SIDINGS



**Above:** During non-traffic hours on 2/3 September 2018, a cross member was added to complete the new over track crossing at the entrance to the future Farringdon City Sidings.

**Photo: Ritchie Gentles**

## RUNNING LATE UNDERGROUND

As briefly noted in the previous issue of *Underground News*, on Friday 31 August 2018 it was formally announced that Crossrail from the east through central London to Paddington would not be ready for opening in December 2018, instead being deferred “until the autumn of 2019”. This rather vague statement covers quite a wide spectrum and no exact date has subsequently been forthcoming. What is undoubtedly a magnificent British infrastructure project, it is not just over budget but it is also late as well. Although not stated, we are left wondering whether the full Crossrail service will now be realised in December 2019, as originally announced, or whether it will spill over into 2020 before completion.

In a press notice issued on the same day, it says, “..The revised schedule is needed to complete the final infrastructure and extensive testing required to ensure the Elizabeth Line opens as a safe and reliable railway ... Crossrail Limited has been working hard to maintain the programme and sufficient testing time is required to introduce the next phase of the railway – the central section between Paddington and Abbey Wood – in a way that can be guaranteed to be safe and reliable ... The original programme for testing has been compressed by more time being needed by contractors to complete fit-out activity in the central tunnels and the development of railway systems software. Testing has started but further time is required to complete the full range of integrated tests ... The focus remains on opening the full Elizabeth Line, from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east, as soon after the central tunnels open as possible”.

Spiralling costs and tedious hold-ups is not new – it happened a few years back at Heathrow's Terminal Five and more recently with the launch of the new Thameslink trains. Going back even further, one only has to recall that the Fleet Line (renamed Jubilee Line after the Queen's Silver Jubilee in 1977) didn't open until 1 May 1979.

In the case of Crossrail, costs have been rising, even though the public were kept being assured that everything was on track ("on time and on budget" was the catch phrase). The Government has already had to come up with £600million extra and Transport for London another £150million to support the project. The upshot will undoubtedly be higher fares for passengers and no central section service until autumn next year at the earliest.

Crossrail has admitted it ran out of time to adequately test the new trains across central London. Contractors have missed deadlines to fit out the tracks and other infrastructure in the central tunnels, and more time is needed to develop the railway systems software. To run the new class 345 trains to Heathrow should have happened in May, but for that we are still waiting.

Unofficially, insiders have spoken of major issues reconciling the three different signalling systems. Moreover, in one particular incident, an electrical explosion in east London in November 2017, took months to resolve and postponed testing.

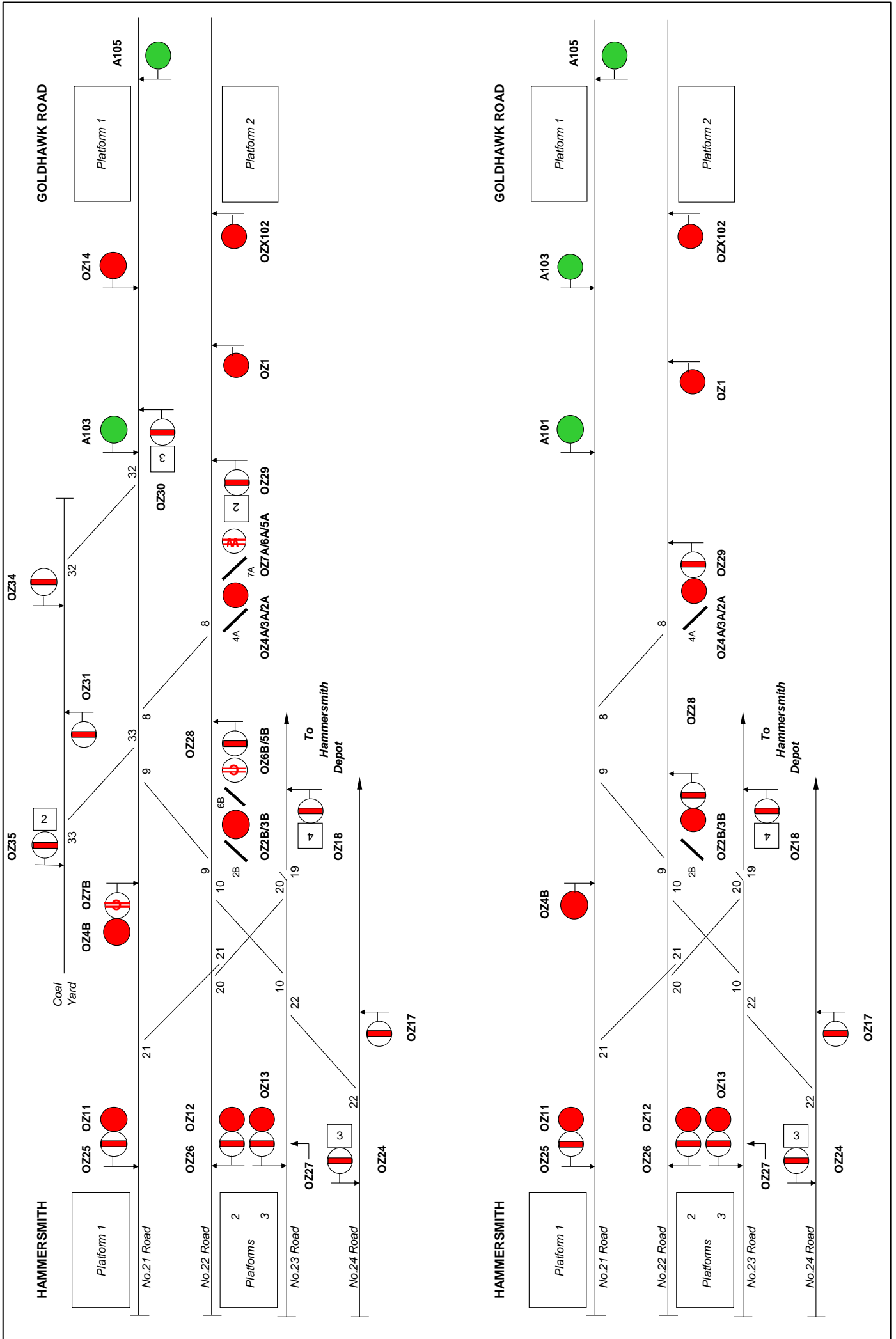
In short, it seems a shambles. A week or two back, TfL were saying it was on schedule: now it's put back by 10%! One of the most appalling reasons given why the delay was excusable was, "we have to make the line safe". Does that mean that, a few weeks ago, it was on time but un-safe and will now take a year to make it safe!

Another issue with the late opening of Crossrail is that TfL will be losing several (many?) months revenue from it, making the TfL's financial situation even more dire than it already is. Also adding to the financial woes is that the Mayor remains committed to the fares freeze during his tenure.

Turning now to another late project – the SSR resignalling. With two contractors already ditched (Invensys [Westinghouse] and Bombardier), the third (Thales), hasn't yet delivered the first half of stage one – known as 0.5 (between Hammersmith and Latimer Road). Originally set for 24 June 2018, it was then deferred until 23 September, and now, as we go to press, 17/18 November – we will see ...

But this is not the full story – Thalys' first stage should have gone 'live' back in March 2017. However, we should not forget that with the first contractor, Westinghouse, the first stage was scheduled for December 2008, and the whole lot (of 40 stages) completed by Christmas 2014. And then there was Bombardier in between (12 stages between December 2015 and the end of 2017). Now, at the beginning of November 2018, there is still no new SSR signalling system, not even half of the first stage. And, considering Automatic Train Operation and the benefits it brings, is ATO really needed out to the leafy townships of Amersham, Chesham and Watford ...?

**Opposite:** *Legacy signalling remains at Hammersmith, in 1951 (Left) when there was a goods yard, and at the end of its life (Right) – whenever that might be.*



## THE VICTORIA LINE AT 50

Saturday 1 September 2018 marked 50 years since the opening of stage I of the Victoria Line between Walthamstow Central and Highbury & Islington – 50 years ago it was on Sunday 1 September 1968. The second stage followed on 1 December 1968 to Warren Street and on to Victoria on 7 March 1969, which was the date of the royal opening.



**Top:** A publicity image of how the Victoria Line train might have looked, released before opening. In reality it was a fairly accurate interpretation of what was actually to come.

**Photo:** LURS Collection

**Above and Right:** Birthday cake and poster at Blackhorse Road, on Saturday 1 September 2018, when the staff hosted the line's 50th anniversary of opening.

**Both photos:** John Parkin



## MORE ON TRAIN INDICATORS

It was noted on 3 September that both Chalfont and Chorleywood had been equipped with dot matrix train describers. Those at Chorleywood were completely blank – presumably not commissioned, whereas those at Chalfont were functioning. The new displays at Amersham have been variable, with that for platform 2 generally displaying the times for arriving (and terminating) trains, but that for southbound trains on platform 3 with a fixed message about southbound trains. However, on 3 September this was noted as showing train descriptions, such as “Baker Street (all)”. Two new platform dot matrix indicators were in use at Temple from 1 September 2018. Fulham Broadway's indicators were changed overnight and working on the same date. At Upton Park new DMIs noted installed on 15 September 2018 were working on 27 September. 2018. The next stations to benefit from new platform displays were to be Upminster (in place 1 September), Earl's Court, Mansion House, Stepney Green (with others to follow).



**Above:** “Light box” no more – Upton Park eastbound platform looking west just before it was replaced by dot matrix indicators.

**Left:** The new indicators on platforms 4 and 5 at Upton Park, which are awaiting commissioning.

**Both photos:**  
**Colin Smith**

## **EUSTON SQUARE**

**Overleaf:** (Top) The platform refurbishment at Euston Square appears to be almost complete, as seen on 28 September 2018. It appears that the previous roundels and friezes are retained.

**Photo:** **Brian Hardy**



**K&ESR DISTRICT RAILWAY COACH COMPLETED**



**Above:** The first time out of the shed since the completion of the refurbishment of the Kent & East Sussex Railway's District Railway coach No.100, seen coupled to the LT Museum's first class coach.

**Photo: Andy Hardy**

## INNOTRANS

InnoTrans is the world's largest trade fair focused on the rail transport industry. It is held every two years at the Messe Berlin exhibition centre, which has outdoor standard gauge railway sidings which can be used to exhibit railway vehicles. This year's event in September included two types of stock of interest to us.





**Top and Above:** (Left) Exterior and interior views of the new class 717 trains for Great Northern (formerly LT's Northern City Line). The first reported working of the new trains in service was on 28 September 2018 from Moorgate to Gordon Hill.

**Right:** The first of 17 'driverless' trains that Stadler is supplying for the Glasgow Subway. In March 2016, Strathclyde Partnership for Transport (SPT) approved the award of a £200m contract to a consortium of Stadler Bussnang and Ansaldo STS to supply a fleet of 'driverless' trains and signalling, which is part of a £288m modernisation programme for the 6½-mile circular underground line. The new trains are expected to enter service from 2020. Although the Berlin Messe has tracks for rail vehicles, the Glasgow Subway unit had to be 'skated' in, as those trains operate on a non-standard 4ft gauge.



*All photos: André Loop*

## IN THE LONDON PALLADIUM



**Above:** Seen in the London Palladium. Is this an original or an imitation? If the latter, it is certainly a very good one.

*Photo: Colin Anthony*

## NEW LIVERIED LONDON OVERGROUND CLASS 378 IN SERVICE



*These two views, taken at Highbury & Islington on 28 September 2018, show re-liveried 378.135, which was working the Highbury to West Croydon service. Note that in the photo on the right, the unit number may be seen in white on the black of the roof dome. Also having new seating moquette, it is planned that the original livery will be extinct in just over a year. Readers will make up their own minds about which livery they prefer the original, or the new...*

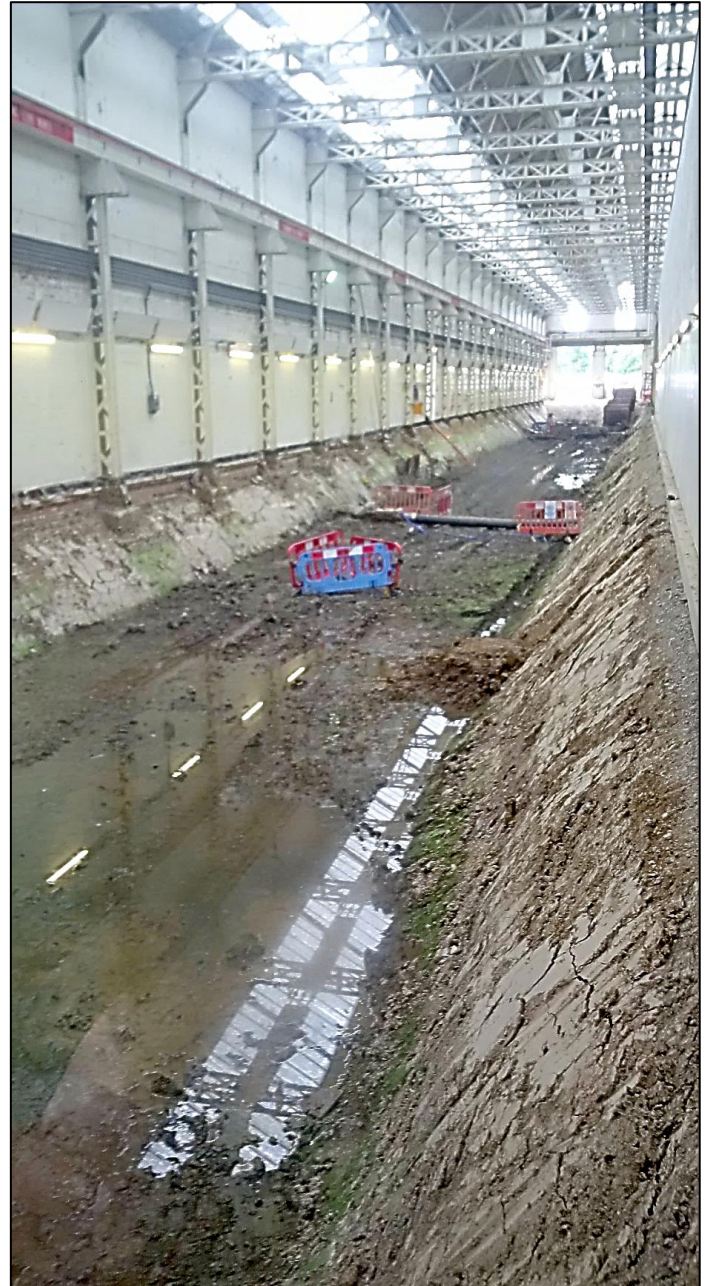
**Both photos: Julian Gajewski**

**BANK NORTHERN LINE**



**EALING COMMON DEPOT**





**Above:** Work continues on upgrading the west end of Ealing Common Depot, seen on 20 July 2018, although this looks more like a wartime trench rather than a depot! Much work remains to be done to make this end operational once more.

**Photo: Liam Hill**

**Above:** These two photographs, taken on 28 August 2018 show where access will be when the Northern Line tunnel diversion takes place (Top). Some of the panelling has been removed (Lower) to install ground movement monitoring equipment. These two views are of the southbound platform with the top photograph looking north.

**Both photos: Ken Hampson**

## KENNINGTON GREEN

**Overleaf:** The big temporary shed building erected over the construction shaft on the Battersea extension of the Northern Line was removed in the spring after tunnelling was complete and what can now be made out is a slot running parallel to Kennington Road and then turning through 90° to the west. The yellow beams (props) can be seen. It was assumed that the Green would soon be returned but perhaps there is to be an access ramp for maintenance or something left here.

**Photo: Roger Tuke**



## SOUTH KENSINGTON

*In early September 2018, scaffolding was erected just east of South Kensington station to repair the retaining wall which runs alongside the eastbound District Line. This view was taken on 25 September 2018 on the westbound approach. Work is expected to be completed early in 2019.*

**Photo: LURS Collection**



# GOLDERS GREEN

**Northern line**

## Trains from Golders Green

**Northbound to Edgware**  
 First train 0534 (Sundays 0727†)  
 Last train 0059 (Sundays 0005)  
 Trains run every 3-5 minutes\*

**Southbound to Camden Town**  
 First train 0535 (Sundays 0707†)  
 Last train 0012 (Sundays 2311)  
 Trains run every 3-5 minutes\*

**Southbound to Morden via Bank**  
 First train 0535 (Sundays 0707†)  
 Last train 0005 (Sundays 2311)\*

If no through train is shown take the first train and change at Camden Town from where trains run every 3-5 minutes\* to Morden via Bank.

† Change at Camden Town on Mondays to Fridays

**Southbound to Kennington via Charing Cross**  
 First train 0535m (Saturdays 0535c, Sundays 0713†)  
 Last train 0012m (Sundays 2321m)

If no through train is shown take the first train and change at Camden Town from where trains run every 3-5 minutes\* via Charing Cross. Some trains also continue to Morden.

‡ Change at Camden Town m Continues to Morden

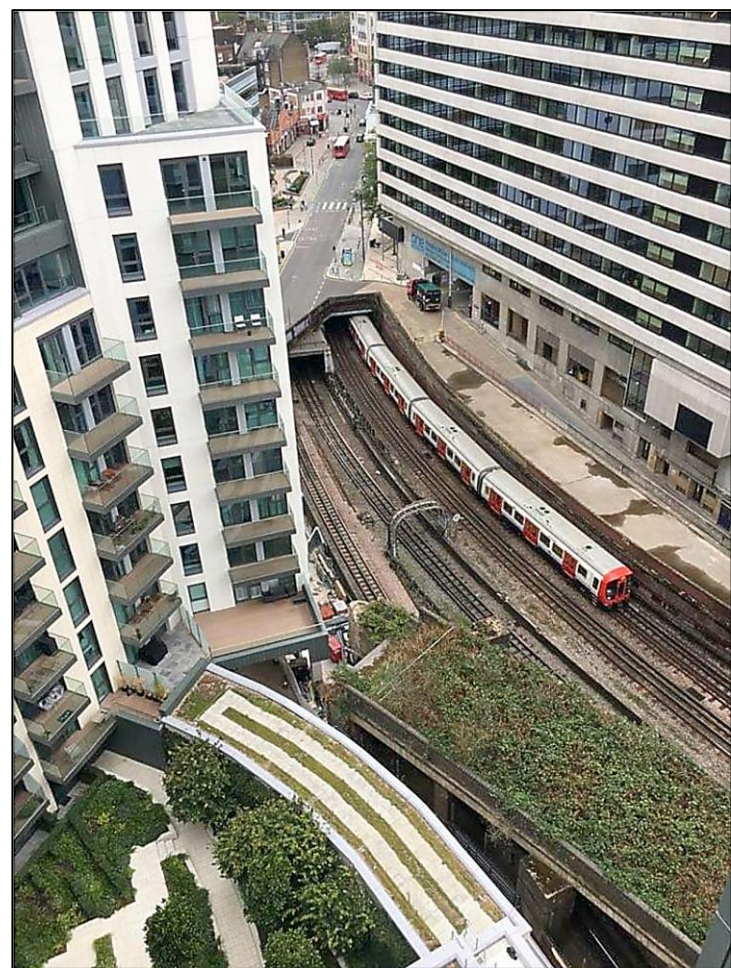
\*Early morning and late evening trains may run less frequently.

† Sunday services on the Edgware branch  
 Owing to engineering works, trains on the Edgware branch will commence later on some Sundays until Spring 2014. For dates and times of these closures please visit [tfl.gov.uk/journeyplanner](http://tfl.gov.uk/journeyplanner) or see posters at stations.

[tfl.gov.uk](http://tfl.gov.uk) 24 hour travel information 0343 222 1234\* Search for email updates [tfl.gov.uk/emailupdates](mailto:tfl.gov.uk/emailupdates) @TFLTravelAlerts

MAYOR OF LONDON TRANSPORT FOR LONDON UNDERGROUND EVERY JOURNEY MATTERS

# HAMMERSMITH



Left: Two photographs of long out-of-date (2014) timetable posters at Golders Green.

Above: An unusual view of Hammersmith with a westbound District Line train of S7 Stock emerging from the covered way. The original MDR alignment are the two tracks to the right, whereas the 1932 extra tracks for the Piccadilly Line extension are to the left. New flats have recently been built, as seen on the left. At bottom right is the viaduct (closed in 1916) which used to carry the London & South Western Railway around into Hammersmith Grove Road, which was adjacent to the Hammersmith & City Line station.

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[tfl.gov.uk](http://tfl.gov.uk) 24 hour travel information 0343 222 1234\* Sign up for email updates [tfl.gov.uk/emailupdates](mailto:tfl.gov.uk/emailupdates)

Photographs: Brian Kemp (Left, Top and Lower), Phil Limerick (Above, Right)