

UNDERGROUND DIARY

DECEMBER 2015

Continued from page 98 of the February 2016 issue.

Services restarted on Boxing Day **Saturday 26 December** without any issues with no problems during the day. The only incident on **Sunday 27 December** was the closure of Camden Town station from 23.25 until the end of traffic because of a local power supply failure. **Monday 28 December** was a Bank Holiday and the only problem was the closure of Maida Vale station because of flooding from 20.40 to 21.30 and again from 23.10 to 00.30 while **Tuesday 29 December** offered nothing at all out of the ordinary.

On **Wednesday 30 December**, a gas leak inside the ticket office at Turnham Green required the station to close and District Line trains non-stop from 09.55 to 10.25 while the problem was isolated and the area 'ventilated'. The LU side to Walthamstow Central station closed from 14.20 to 15.00 because of fire alarms activated, with Victoria Line trains running empty between there and Blackhorse Road in both directions. A Network Rail points failure at Richmond suspended the Richmond branch of the District Line from 21.30 to 23.25. Thereafter a limited service operated until the end of traffic. The day ended with a 35-minute suspension of the Bakerloo Line in its entirety from just before midnight because of a group of hooligans causing mayhem at Willesden Junction, requiring police intervention.



There were two notable incidents on new Year's Eve, **Thursday 31 December**. The first was a multiple signal failure at High Street Kensington which suspended the District Line's Edgware Road service and the outer rail Circle Line from 11.30. Services resumed at 12.40 and 13.00 respectively. The second was a points failure west of Acton Town from 14.55, where the District and Piccadilly lines converge. The Piccadilly Line was suspended west of Hammersmith and the District Line to and from Ealing Broadway. Two Piccadilly Line trains were stalled approaching the converging junction, one arriving back in platform 2 at 15.35 and the other back in platform 1 at 15.55. A D Stock train already in platform 1 had to be set back to enable the Piccadilly Line train to partly berth in the platform, which gave a unique opportunity to see a 'tube' and 'sub-surface' train close together. Here in platform 1 (Left), D Stock DM 7018 nuzzles up to 1973 Stock DM 191.

Photo: Richard Brown.

A temporary fix enabled services to resume at 16.30, but with all Ealing/Rayners Lane/Uxbridge trains running via platform 1 and Heathrow/Northfields trains via platform 2 for the rest of the day with an overnight fix to the problem during the early hours low-ebb service.

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Into the all-night service and the 'peace and goodwill to all' spirit evaporated quickly in the early hours of **Friday 1 January**, with a passenger altercation at St. Paul's. Because the platforms are at different levels, only eastbound trains were required to non-stop from 02.55 until 03.40. At 03.20 the Northern Line was suspended south of Kennington because of a person under a northbound train at Clapham North. Services resumed at 04.45. Fortunately, service recovery was swift because of the then low-frequency service. An early-morning signalling problem westbound at Acton Town at 06.20 required a train stalled west of the station to return to platform 1 (again! – q.v.). Services were on the move by 06.55.

During the day on **New Year's Day**, Walthamstow Central station closed to exiting LU passengers from 08.45 to 10.30 because of escalator defects, passengers having to detrain at Blackhorse Road and make their way from there. Further signalling problems at High Street Kensington resulted in a 30-minute stand from 09.50. The only other problem was a signal failure on the eastbound between Euston Square and King's Cross from 19.10. Metropolitan Line trains to the City were suspended until 20.20 but the H&C and Circle lines continued under failure conditions until clear signals at 19.50.

Saturday 2 January began with a signal failure at High Street Kensington which prevented the Circle Line service from starting up until 06.30. A multiple signal failure on the westbound approach to King's Cross SSR at 07.45 initially suspended the Metropolitan Line's City service, with (initially) H&C trains working through under failure conditions. Because the H&C service was being reversed west to east at Baker Street for weekend engineering work, a shuttle service was implemented between Baker Street platform 6 and King's Cross outer rail/eastbound platform. However, it was necessary to suspend completely from 08.50 to 09.20 and again (to effect repairs) from 10.40 to 12.15, but the Metropolitan Line some 15 minutes later once it was established that trains were running under clear signals.



Because of the signal failure approaching King's Cross westbound, the Hammersmith & City service, which was starting from Baker Street platform 6 due to engineering work, was reduced to a Baker Street – King's Cross shuttle, reversing in the Outer Rail platform at the latter, seen (*Left*). This is one of the trains being reversed, ready to depart back towards Baker Street which was train 203. This was not possible prior to the new crossovers being commissioned from start of traffic on 31 December 2015.

Photo: Paul McLauchlan

Ruislip Gardens station closed during the afternoon and evening because of a local power failure, 16.55 to 17.40, 18.05 to 21.50 and from midnight until the close of traffic. In the meanwhile the Northern Line was suspended south of Tooting Broadway from 18.10 to 18.50 because of points failing at Morden. As a result, platforms 1/2 were unavailable until the end of traffic. A passenger assault on an eastbound train at Hounslow Central suspended the Piccadilly Line west of Northfields from 18.30 to 19.05. The day ended with the Northern Line being suspended again, this time between Camden Town and Edgware (with trains being held in stations) from 00.25 to 01.05 because of a person trackside in the Colindale area.

On **Sunday 3 January** a passenger altercation on a southbound Victoria Line train at Finsbury Park caused a 20-minute delay from 14.20 – four trains were stalled to the rear for the duration. South Wimbledon station closed from 19.05 to 19.40 because of a fire alarm activated because of a defect on the system.

There was nothing untoward to note for **Monday 4 January**.

Tuesday 5 January, however, was a different ball game but was uneventful until the late afternoon. A person under an eastbound District Line train at West Brompton at 16.00 suspended the District Line's Wimbledon branch and also the Edgware Road service until 17.00. One eastbound train was stalled approaching Putney Bridge for some 25 minutes, having been authorised to return to East Putney. Another person under a train occurred on the District Line eastbound at Barons Court at 21.15, suspending the Ealing and Richmond services until 22.05. Barons Court station was non-stopped by the Piccadilly Line and remained closed until 22.35. In the meanwhile, a 25-minute delay occurred on the Metropolitan Line at Finchley Road from 17.50 because of a northbound train having arrived with a passenger's coat caught in a pair of doors on the offside. Caledonian Road station closed from 18.00 to 20.55 because of a defect with the one operational lift (the other had been out of service since New Year's Eve).

On **Wednesday 6 January** a broken rail on the southbound between Pimlico and Vauxhall prevented the Victoria Line from starting up south of Victoria until 06.25. What turned out to be a fire alarm defect caused Hammersmith (D&P) station to close from 06.35 until 07.15. Points failing at Rayners Lane suspended the Piccadilly and Metropolitan lines between Uxbridge and South Harrow/Harrow-on-the-Hill from 14.10 with two eastbound trains stalled between Eastcote and Rayners Lane for some 25 minutes. The Metropolitan resumed at 14.40, the Piccadilly Line following at 15.00.

A signal failure eastbound at King's Cross caused delays and cancellations to the Piccadilly Line from the start of traffic until fixed at 07.20 on **Thursday 7 January**. The Waterloo & City Line was suspended from the start of traffic until 07.05 because of points failing at Bank. A signal failure later in the day at the same location brought the line to a stand for 25 minutes from 17.35. The second of two stalled trains between Waterloo and Bank was authorised to return to Waterloo, arriving at 17.50. The late evening caused total disruption for the District and Piccadilly lines. It began at 23.20 when a signal failure westbound approaching Hammersmith suspended the Piccadilly Line between King's Cross and Acton Town. Four Piccadilly Line trains were stalled between stations variously for between 20 and 50 minutes, although the incident train didn't reach Hammersmith until 00.40. The nature of the failed signals prevented trains from being worked between Barons Court and Hammersmith via the loop siding. While this incident was on-going a loss of signalling control between Acton Town and Ealing Broadway at 00.15 suspended the rest of the west end of the Piccadilly Line and the District Line between Turnham Green and Ealing Broadway until the end of traffic. A number of other trains were stalled between stations, which had a knock-on effect to trains destined for Richmond. With trains having to be authorised through the failure areas (west of Barons Court) the last Richmond train arrived an hour late, the last District Line train stabled in Ealing Common depot just after 03.00 and the last Piccadilly Line train in Northfields shortly before 04.00.

Perhaps not surprisingly, work to rectify the problems at Hammersmith from the previous night (q.v.) was not complete in time for a normal start for the Piccadilly Line on **Friday 8 January** with services suspended between Hyde Park Corner and Acton Town until 07.15 – 13 trains were cancelled for the morning peak. Although the District Line was unaffected, it too was disrupted by a signal failure at the opposite end of the line at Upminster from the start of traffic, the first westbound train being 20 minutes late. Trains were re-routed via a different depot reception road to circumnavigate the problem, which was fixed just after midday.

On **Saturday 9 January**, a loss of signalling control in the Piccadilly Circus area suspended the Bakerloo Line south of Paddington from 08.05 to 08.50, trapping one northbound train approaching Piccadilly Circus until 08.30. Points failing at Bank suspended the Waterloo & City Line from 16.05 to 16.40. One train was stalled approaching Bank until 16.30.

There was nothing to upset the apple-cart on **Sunday 10 January** – 153 years since the opening of the very first section of the Metropolitan Railway between Bishop's Road (Paddington) and Farringdon Street.

The number of cancellations due to rolling stock problems on the Piccadilly and Central lines have largely been resolved with just the odd one cropping up on an occasional basis. That said, a westbound

Central Line train stalled on the approach to Stratford at 09.10 on **Monday 11 January**, reaching the platform in restricted manual mode. Having detrained, it then departed empty, causing a 20-minute delay. Escalator problems at Walthamstow Central at 17.30 meant that Victoria Line trains ran empty between there and Blackhorse Road in both directions. From 18.25 the station reopened to incoming passengers only and was fully opened by 18.55 after the defective escalator had been returned to service.

The Waterloo & City Line had a late start (06.40) on **Tuesday 12 January** because of signalling problems throughout the line. Escalator defects at Clapham Common necessitated the station closing from 08.05 to 08.35. At 08.20 a train entering service from Morden depot was unable to move off from the platform at normal speed. Moreover, initially, it wasn't possible to work the train back to depot, nor was it possible to reverse at Tooting Broadway because of points failing there. Service resumed northbound at 08.45. Just before 15.00 the District Line was brought to a stand at Barking because of a multiple signal failure on the eastbound. The Hammersmith & City Line was suspended east of Moorgate. Three eastbound trains were stalled between East Ha and Barking, the last until 15.35, after which services were able to resume. An eastbound Piccadilly Line train passed a signal at danger approaching Rayners Lane just before midnight, suspending both lines throughout the area. Three trains were stalled between stations, one Metropolitan Line train approaching Rayners Lane Junction being authorised to return to West Harrow. All three trains were in platforms by 00.30 and services resumed at 00.40.

Wednesday 13 January was as follows:

- Oxford Circus station remained closed until 05.55 – local power failure.
- Central Line services through Leytonstone unable to start until 05.45 – missing overnight track worker.
- No SSR services between Baker Street and Aldgate from the start of traffic – points failure at King's Cross. (District Line suspended in consequence east of High Street Kensington to ease train congestion at Edgware Road). Services resumed at 06.15 under failure conditions but the H&C and Metropolitan were suspended again from 06.50 and then the Circle Line from 07.40. All three lines resumed at 08.15. Eight Metropolitan Line trains and 11 C&H trains were cancelled for the morning peak. King's Cross LU station had further problems from 08.40, closing until 09.00 because of a fire alarm activated.



- Waterloo & City Line suspended 06.35 to 07.25 – points failure at Bank.
- Northern Line suspended Charing Cross – Kennington southbound from 15.35 to 17.25 – person under a southbound train at Waterloo. With southbound trains terminating at Charing Cross, it gave the rare opportunity to see “Charing Cross” on the train indicators, as seen in the ticket hall area at Euston (Left).

Photo: Tommy Cooling

There were two disruptions to the morning peak on **Thursday 14 January**. The first was on the District Line with the service to Wimbledon suspended from 06.25 to 08.05 because of a cable fault and subsequent points failure at Parsons Green. One train was stalled approaching Fulham Broadway for 30 minutes. The Victoria Line was then suspended south of Victoria from 07.55 to 09.15 because of points failing at Brixton. Colindale station was closed from 08.05 until 08.45 because unsafe (iced-up) platform surfaces. Caledonian Road station closed from 18.00 to 20.35 because of lift defects.

A westbound Piccadilly Line train stalled exiting the west end of Cockfosters depot at 07.15 on **Friday 15 January**, suspending the service east of Arnos Grove. Four trains were stalled between stations until 07.40, two on the approach to Oakwood in each direction. The defective train was able to move

off empty to Arnos Grove sidings at normal speed, enabling services to resume at 07.50. At 20.10 a person under a northbound Jubilee Line train at Dollis Hill suspended the service between Willesden Green and Wembley Park and the Metropolitan Line south of Wembley Park. One northbound Jubilee Line was stalled approaching Dollis Hill and its passengers were eventually detrained to the station via the track, being completed at 21.45 – an empty southbound train was waiting to take the passengers back to Willesden Green. However, there were 15 Metropolitan Line trains trapped south of Wembley Park, all of which were detrained in platforms within 20 minutes – no mean feat indeed. The Jubilee Line resumed at 23.00 but its service remained in tatters for the rest of the night. However, crewing and stock balance issues, as well as the imminent weekend engineering work south of Harrow effectively saw the Metropolitan Line suspended south of Harrow on-the-Hill until the end of traffic although most last trains did run. At 23.25, an outer rail Circle Line train passed a signal at danger between South Kensington and Gloucester Road, where the District and Circle line separate. This suspended the Circle Line in its entirety, and the District Line west of South Kensington. Three trains were stalled between stations – the incident train, an eastbound train approaching Gloucester Road and an eastbound train between West Brompton and Earl’s Court. Other trains caught up in the incident were able to be held in platforms. Eventually the incident train was set back behind the signal, allowing movement at 00.20. The Circle Line remained suspended until the end of traffic and for the District Line it was a case of clearing trains as the end of traffic loomed.

On **Saturday 16 January** a points failure at Watford at 07.40 suspended the Metropolitan Line between there and Moor Park until 08.45. One northbound train stalled approaching Watford was authorised to return to Croxley, arriving there at 08.10. But it really was a Piccadilly Line day for incidents. It began at 05.35 when a train door opened in the tunnel when travelling between Hatton Cross and Heathrow Terminal 4, suspending services via the loop. The train reached T4 at 05.55 and its passengers were detrained, thence departing empty to Northfields depot. A member of staff had to travel with the empty train by the offending door which meant that insufficient staff levels at T4 required the station to close until 06.25 during which time T4 trains were detrained at Hatton Cross and ran empty via the loop. At 12.00 the service was suspended west of Northfields until 12.50 because of a person trackside at Boston Manor, with one westbound train stalled approaching the station for the duration. In the meanwhile, the repercussions of the earlier ‘door’ incident were being felt on the service because of train crew [health and] ‘safety’ issues (with the trains), resulting in an increasing number of cancellations. Because of that services got less and less so that by mid-evening the service east of Arnos Grove and between Acton Town and Uxbridge had to be suspended until the close of traffic, with the remaining trains (less than 50%) operating between Arnos Grove and Heathrow. The Uxbridge branch passengers at least had a Metropolitan Line service, although with weekend engineering work this comprised just four trains per hour instead of the usual eight.

Sunday 17 January began with a number of cancellations on the Piccadilly Line as a result of the previous day’s safety concerns regarding train doors. There was also disruption on the Rayners Lane branch of the Piccadilly Line when an eastbound train stalled between Sudbury Hill and Sudbury Town at 07.20 on an uphill gradient but just short of the summit because of ice on the current rails. The following train was held at South Harrow (see photo on page 139, this issue) and was used to spray de-icing fluid once the stalled train had moved towards Sudbury Town, where it arrived at 08.15. Services resumed at 09.15. Another weather related incident occurred at Watford at 07.55 because of ice in the pointwork, suspending the service between there and Moor Park until 09.05. Returning to the Piccadilly Line’s problems, the number of trains cancelled increased as the day went on which required services to be suspended as follows:

- 14.30: Acton Town – Uxbridge (until the end of traffic)
- 14.45: Arnos Grove – Cockfosters (until the end of traffic)
- 15.15: Hammersmith – Cockfosters (until the end of traffic)
- 15.55: Acton Town – Cockfosters
- 16.45: Hatton Cross – Terminal 4 loop and T123 – T5 (until the end of traffic)
- 18.35: Remaining limited service extended to run (Heathrow T123) – Acton Town – Hammersmith with eight trains operating as such until the late evening.

It is interesting to note that the reason given to the public was “a shortage of Train Operators” which was clearly not the case. Perhaps “unofficial industrial action” would have been more truthful?

An informed source suggests that the problem was that the outside door cock of the incident train was left in the open position and coincidentally part of the door control system 'failed'.

Monday 18 January began with normality restored to the Piccadilly Line but there were two late starts elsewhere. The Hammersmith & Circle lines were suspended between Hammersmith and Edgware Road until 06.10 because of a late finish to work near Royal Oak with 18 trains cancelled at the time of start-up, while the Metropolitan Line's Watford service was not able to start until 08.10 because of a signal failure at the terminus. Passenger action on a train at Kennington suspended the service northbound via Charing Cross from 21.25 to 21.50. A signal failure on the eastbound approach to Acton Town from 21.50 suspended the Piccadilly Line to Uxbridge and the District Line to Ealing Broadway until 22.45. One Piccadilly Line train was stalled between Ealing Common and Acton Town (opposite Ealing Common depot sidings) until 22.35. The Heathrow branch was as good as unaffected.

On **Tuesday 19 January** points failing at West Ham for the first westbound Hammersmith & City Line train at 05.15 suspended the service, with the incident train being authorised to return to Plaistow where it arrived at 05.25. Although the service resumed at 05.40 there were further problems in Barking sidings (which began at 05.30), where nine H&C trains were trapped within because of a loss of traction current. Once the problem had been rectified just before 08.00 the trains were able to enter service 'next time round'. A person ill on a northbound Metropolitan Line train at Baker Street platform 2 at 10.35 suspended the Metropolitan Line's City service until 11.15. However, with seven Metropolitan Line trains in the City area and unable to proceed north, these were moved around between Baker Street (platform 6) and Aldgate, which also had repercussions on the Circle and Hammersmith services. A northbound Bakerloo Line train was found to have smoke coming from underneath it at 23.45 at Kensal Green, suspending the service north of Queen's Park until 00.40, with one train stalled to the rear for the duration.

An unattended item on the southbound Victoria Line platform at Finsbury Park delayed the southbound service from 11.55 until clear at 12.15 on **Wednesday 20 January**. Media reports suggests the item was a discarded mobile phone charger.

Earlier on **Wednesday 20 January**, Leicester Square station closed from 07.05 to 08.15 because of a local power supply failure. An eastbound Piccadilly Line train stalled departing Uxbridge at 08.00 bringing both lines to a stand. The train was able to return to the platform by 08.20 but in consequence with platform not available, the Piccadilly Line was suspended west of Rayners Lane, leaving the two remaining platforms at the terminus to the Metropolitan Line until the train was able to depart an hour later. A suicidal person (according to media reports) on the bridge crossing the tracks at Royal Oak station suspended the Circle and Hammersmith lines from 14.25 for an hour, an incident which also affected adjacent main line services in and out of Paddington. Network Rail points failing at Queen's Park at 16.30 resulted in the through Bakerloo service being suspended. Three trains shuttled between Harrow and Kilburn High Road with 19 trains between Queen's Park and Elephant & Castle. This split service continued for the rest of the day, although arrangements were made for selected trains to work north of Queen's Park to enable trains were in the right place for the following morning. Eight trains were cancelled for the evening peak and nine during the evening.

The west end of the District Line to Ealing had a late start on **Thursday 21 January** because of a missing overnight track worker. Once found, services were able to commence – effectively this prevented trains leaving Ealing Common depot until 05.15, some 35 minutes later than timetabled. A westbound train was 'tripped' on departing Fulham Broadway at 10.55, bringing the Wimbledon branch to a stand. Investigations revealed loose cabling on the track which, once removed, enabled services to resume at 11.55. A signal track circuit failure on the southbound approach to Baker Street suspended the Metropolitan Line south of Wembley Park from 11.30 until 12.25. A signal track circuit failure eastbound at Holborn on the Piccadilly Line wreaked havoc on the service from shortly after 14.00. The failure continued intermittently until a defective blockjoint was discovered. Once dealt with clear signals were obtained at 19.15, from when service recovery began in earnest.

Friday 22 January began with two signals failing at Green Park, which delayed the first westbound train for 25 minutes. By this time some ten trains had been cancelled from the east end of the line. Service recovery was then exacerbated with an over-length engineer's train unable to access Northfields depot at 06.40, delaying services on the Heathrow branch further. The already late-running (Green Park) incident train was stalled approaching South Ealing on the westbound 'local' while other Heathrow trains were all routed via the westbound 'fast', such as those that existed, because a number

had already been cancelled because of the Green Park problem. Once points had been secured at the entry to Northfields depot the engineers train was able to stable, releasing the stalled westbound train which had been 'stuck' for an hour.

Apart from two short closures of Covent Garden station during the afternoon because of lift defects and a 20-minute delay on the southbound Victoria Line because of a defective train at King's Cross at 20.10, **Saturday 23 January** was otherwise uneventful.

A signal failure westbound at Stepney Green from 11.05 on **Sunday 24 January** delayed westbound District and H&C services. Although there was no suspension as such, 'delays' persisted until around 15.00. East Ham station closed from 21.50 to the end of traffic because of a serious passenger altercation in the ticket hall. Another crossover to be removed (originally scheduled for removal last year but was caught up in the overtime ban then in operation) was that immediately west of Gloucester Road from the outer rail Circle Line to the westbound District Line, with effect from start of traffic on Sunday 24 January 2016. No.228 crossover and signal EE230 (route 1) were decommissioned which means that all westbound District Line trains must now go via platform 1 with no diversionary option available via platform 2. However, in the event of a serious incident (or a wrong signal accepted) a District Line train could legitimately reach outer rail platform 2, in which case further movement (towards High Street Kensington) would have to be with a 'pilotman' provided by a spare Train Operator from Earl's Court.



The view (Left) looks west with the point blades from the outer rail Circle Line already removed.

Photo: Matthew Hepworth

On **Monday 25 January**, two signals failing on the southbound Metropolitan Line at Willesden Green at 13.25 initially resulted in Baker Street trains terminating at Harrow and every second Aldgate train terminating at Wembley Park and reversing via Neasden depot. However, to effect a repair, the service was suspended south of Wembley Park from 14.00 until clear at 14.45. A person under a westbound train at Marble Arch suspended the Central Line between Holborn and White City from 18.25 for an hour. The loss of signal main current and traction current from Dagenham Heathway at 21.15 (affecting everything east of West Ham) suspended the District Line east of Whitechapel and the Hammersmith & City Line east of Moorgate. Eight

trains were stalled between stations (four eastbound and four westbound) but all had gained platforms within 15-20 minutes. With the power supply reconfigured, services resumed at 21.45.

Nothing notable took place on **Tuesday 26 January**.

Victoria Line services south of Victoria were unable to start up until 06.40 on **Wednesday 27 January** because of a signal track circuit failure at Brixton. The Waterloo & City Line was then suspended from 07.25 until 08.15 because of a signal track circuit failure at Bank.

On **Thursday 28 January** a northbound Victoria Line train was unable to move off from Seven Sisters in ATO mode at 12.35, suspending the service to and from Walthamstow Central. The train then moved off in restricted manual mode to the terminus, arriving at 13.20, from when services resumed. A signal failure on the westbound approach to Barking at 13.55 suspended the District Line east of Barking and the Hammersmith & City Line east of Moorgate. Once a defective relay had been changed the District Line resumed at 14.20 and the H&C at 14.35.

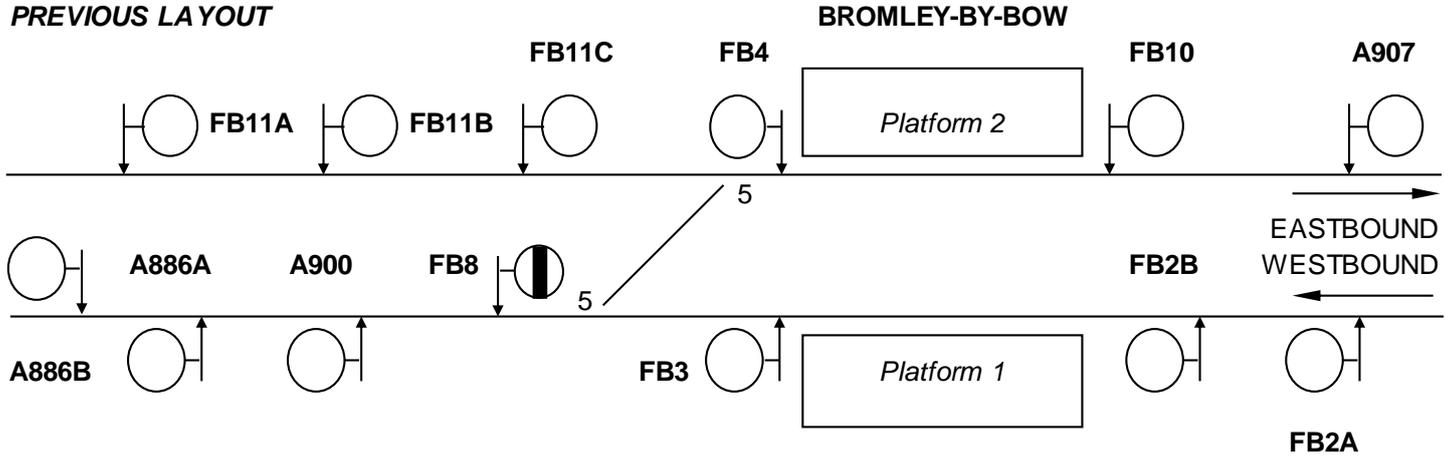
The northbound Northern Line between Golders Green and Edgware was unable to start up until 06.00 on **Friday 29 January** because of a late finish to overnight work on points. This was followed at 07.35

by a 'technical' SPAD (one which is not the Train Operator's fault) on the eastbound approaching West Kensington, which caused a 20-minute delay. A signal failure at Bank suspended the Waterloo & City Line from 20.05 for an hour, with one train stalled on the approach being returned to Waterloo by 20.30. This was followed by a Network Rail signal failure at Southfields, causing the service to Wimbledon to be reduced and also delayed through to midnight.

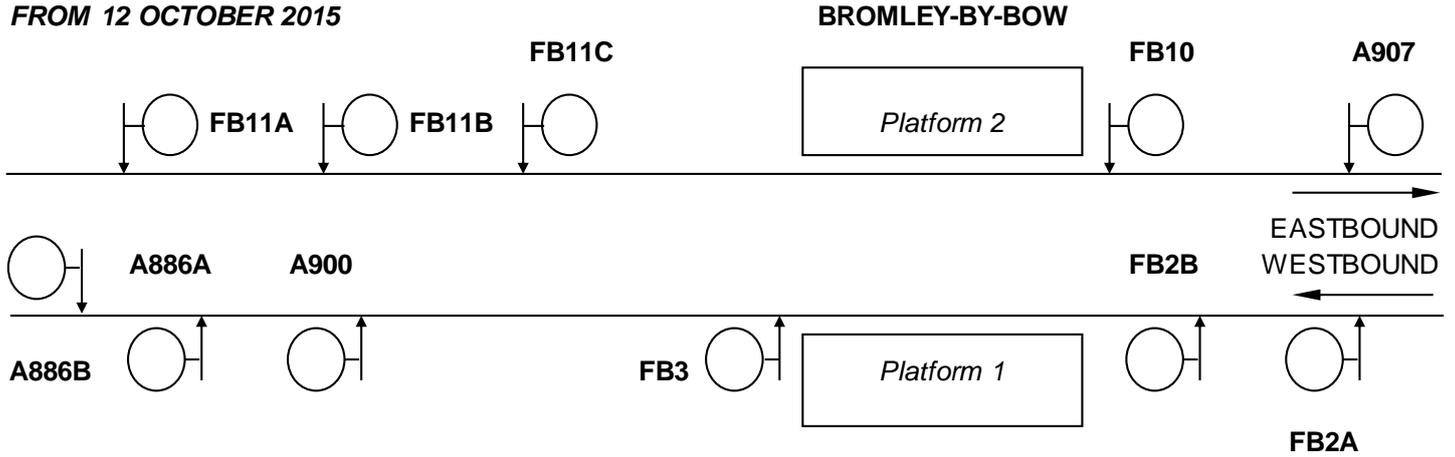
A loss of platform lighting caused Parsons Green station to close from 06.10 to 07.20 on **Saturday 30 January**. Two signals failing eastbound at King's Cross from 20.40 set the Piccadilly Line into 'severe delays' until the end of traffic, although the problem had been resolved by 22.00. The day ended with a defective engineer's train at Greenford at 22.55, causing a 30-minute westbound delay. It moved off in restricted manual mode to Ruislip depot, regaining normal speed west of Northolt.

Sunday 31 January offered no excursions from the norm.

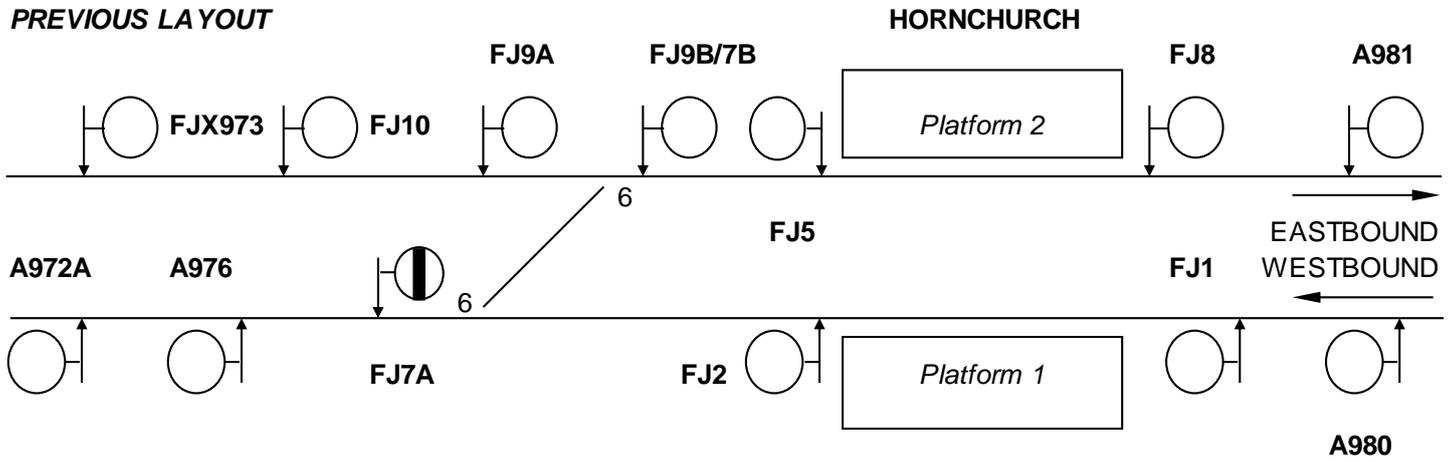
PREVIOUS LAYOUT



FROM 12 OCTOBER 2015



PREVIOUS LAYOUT



FROM 11 JANUARY 2016

