

UNDERGROUND DIARY

JANUARY 2018

With **Monday 1 January** already covered in the previous issue, we begin with **Tuesday 2 January**. At 23.35 the Bakerloo Line was suspended north of Queen's Park because of items blown onto the track by the high winds south of Kensal Green – a metal obstruction and a tarpaulin under a southbound train. The service remained suspended until the end of traffic. A loss of all point indications in Morden Depot from 22.10 initially resulted in a 35-minute suspension south of Tooting Broadway, with delays continuing until the end of traffic following points being secured and restricted access to the depot, the last being 30 minutes late stabling, with several trains stabled elsewhere.

The strong winds continued early on **Wednesday 3 January**. A tree blown onto the track from a private property on the approach to Ickenham was struck by the first eastbound Metropolitan Line train, suspending services on the Uxbridge line. The first eastbound Piccadilly Line train from Uxbridge, which follows the first Metropolitan Line train, was stalled to the rear until 06.20. Once cleared, services resumed at 06.55. The train was damaged in the incident but not seriously enough to prevent it being worked in service to Harrow, where it was detrained and worked empty to Neasden Depot. In the meanwhile, nine Northern Line trains were cancelled from Morden Depot because of stock imbalance (q.v.). An air burst on a southbound train at Kenton at 23.35 suspended the Bakerloo Line north of Stonebridge Park until the end of traffic. It departed empty at 01.30 to Stonebridge Park Depot.

On **Thursday 4 January**, the combination of a defective train and subsequent SPAD at Leytonstone brought the westbound Central Line to a stand from 07.10. A defective train approaching Stratford at 12.55 caused a 20-minute delay at the east end of the line, with trains being held in platforms for the duration. Part of a tree on the track at Watford at 13.10 suspended the Watford service for 30 minutes while the offending obstruction was removed. An air burst on a westbound Metropolitan Line train departing Farringdon suspended SSR services through the area from 17.55. The train departed in restricted manual at 18.10 with further checks being made at King's Cross, where it departed (still in slow speed) at 18.25. It reached Finchley Road at 18.50 and Wembley Park at 19.10, where it was put into depot. The Metropolitan Line service into the City remained suspended until 21.25, the incident costing 13 cancelled Metropolitan Line trains and seven C&H trains. The Metropolitan Line was in trouble again later, with a signal failure at Amersham at 23.15, suspending the service north of Chalfont & Latimer until 00.15. In the meantime, problems with lifts at Chalk Farm required the station going into exit-only mode from 22.50 to 23.40.

A southbound Bakerloo Line train was unable to move off from Edgware Road at 09.50 on **Friday 5 January**, suspending the service south of Queen's Park until 10.10. The train was propelled from the rear into London Road Depot. A SPAD at Arnos Grove at 10.55 brought Piccadilly Line services to a stand until 11.15. Oxford Circus station closed from 11.20 to 11.55 because of a fire alarm activation, while Goodge Street station closed from 15.15 to 16.50 because of lift defects. Night Tube services on the Piccadilly and Central lines continued under par, both because of insufficient Train Operators.

The problem has come about because Night Tube Train Operators are being offered to transfer onto the daytime (and full time) roster (with many taking it), but with no immediate Night Tube Operator replacements available ... Because of the amount of time training replacements, the situation is likely to be resolved any time soon.

Saturday 6 January began with a Network Rail signal failure at Harrow & Wealdstone from the start of traffic, which culminated in a suspension north of Stonebridge Park from 08.10 to 08.35. In the meantime, a derailment occurred in Stonebridge Park Depot at 08.25 involved 1972 MkII unit 3251. Other than the cancellation of three trains from the depot (which continued for the rest of the day), there was little impact on the service. Two trains had to be outstabled at Queen's Park at the end of the day. The eastbound platform at Waterloo was non-stopped by Jubilee Line trains from 13.35 to 14.50 because of a person ill on the platform. A local power failure and subsequent loss of lighting required Kingsbury station to close from 16.50 to 17.30. Towards the end of traffic on the District Line, a train stabling in Ealing Common Depot became derailed (DM car 21535), suspending what remained of the service. Nine trains were stalled, three having passengers who were sent onwards by taxis variously from Acton Town, Chiswick Park and North Ealing. During Night Tube, the Piccadilly Line, by now back on the normal full-service timetable, still had seven cancellations (out of 21) throughout the night and the Central Line three trains cancelled.

In the early hours of **Sunday 7 January** in Night Tube hours, unsocial behaviour caused two delays on the Piccadilly Line, 15 minutes at Heathrow Terminal 5 at 02.45 and 20 minutes westbound at South Ealing at 03.10. The last four Bakerloo Line trains were cancelled out of Stonebridge Park Depot during the late morning, following the previous day's derailment and points damage.

Monday 8 January was thus:

- Northern Line disrupted from the start of traffic – signalling problems at Golders Green. Six early-morning trains cancelled.
- District and Circle lines suspended through Gloucester Road 05.25 to 06.30 – multiple signal failure.
- Piccadilly Line disrupted from 05.45 – signal failure westbound at King's Cross with an initial 15-minute delay. Although fixed by 07.10 there were 17 trains cancelled for the morning peak.
- District Line suspended Earl's Court – Aldgate East and Circle Line suspended completely from 08.25 to 09.15 – person under an inner rail Circle Line train at Mansion House. Four eastbound trains were stalled at various locations between stations for between 30 and 45 minutes. Services resumed at 09.15.
- Signal failure at Whitechapel from 15.00 delayed District and Hammersmith & City Line services. A total of 21 trains (11 District and 10 H&C) were cancelled with the failure not being fixed until 19.30.
- Bakerloo Line suspended south of Piccadilly Circus from 18.05 – signal failure at Lambeth North. Two trains were stalled between stations, one for 15 minutes, the other for 20 minutes. Services resumed under (intermittent) failure conditions but were suspended again from 19.35 to 20.05.

On **Tuesday 9 January**, Stratford station closed from 06.15 to 06.45 because of a fire alarm activation. Central Line trains non-stopped while Jubilee Line trains ran empty between there and West Ham. The problem also impacted on the DLR, London Overground and main line services.

The only blots on the landscape on **Wednesday 10 January** included the first southbound Jubilee Line train from Stanmore being 25 minutes late because of signalling problems in the sidings, followed by a signal failure on the southbound at Victoria on the Victoria Line from 09.00. Although there was no suspension, trains worked through the area under failure conditions with some blocking back in consequence. Clear signals were obtained at 09.20.

Thursday 11 January began with a multiple points failure on the eastbound at Earl's Court from 05.15, preventing the west end of the District Line from starting up until 06.00. Insufficient staff numbers kept Covent Garden station closed until 06.15. A persistent signal failure on the eastbound at Liverpool Street disrupted the Central Line from 06.50, continuing through the peak and after. Services were suspended between Marble Arch and Leytonstone from 10.50 until 11.25 while repairs were made. Some 14 trains were cancelled for the morning peak and 21 at midday following the suspension. Euston LU station closed from 12.45 until 13.15 because of a fire alarm activation, while Oxford Circus station closed from 14.45 until 15.40 because of a local power supply failure. A defective westbound train at Southwark from 17.50 suspended the Jubilee Line between London Bridge and Finchley Road. The trains already between Finchley Road and Green Park were being detrained at the latter and worked empty to and from Charing Cross. Services resumed an hour later. Five trains were stalled between stations for between 20 and 25 minutes.

The only incident of note on **Friday 12 January** was a person under a westbound train at Arsenal at 09.05, suspending the Piccadilly Line between Arnos Grove and King's Cross until 09.55. One westbound train was stalled approaching Manor House, which was authorised to return to Turnpike Lane, arriving at 09.30.

Saturday 13 January was uneventful other than a passenger ill on a westbound train at Eastcote at 11.55, causing a 25-minute suspension of the Uxbridge branch.

Sunday 14 January offered no excursions from the norm in 'daytime' hours, but in Night Tube hours at 02.25, a passenger altercation at St. John's Wood on the northbound caused a suspension of the Jubilee Line service until 02.55. The Night Tube service on the Piccadilly Line was under par for the whole period, with eight trains cancelled and gaps of between 30 and 45 minutes in the service.

On **Monday 15 January**, the Jubilee Line was in trouble at the start of traffic when the first southbound train overran St. John's Wood station at 05.30 and then Bond Street, then becoming defective. The problem was alleged to be greasy rails and services were suspended south of Finchley Road until 06.50. The westbound Central Line was disrupted during the morning peak between 08.25 and 09.35 with no less than seven separate delays. Six were instances of passenger alarms being activated, all

because of passengers taken ill on trains while the seventh problem was a defective westbound train at Mile End. There was no service suspension, but late running and blocking back soon occurred. Later in the morning at 11.30, traction current feeding problems at Bow substation necessitated a reduced service through the affected section (Bow to Leyton) and in consequence, ten trains were cancelled until the problem was resolved at 12.50. In the meanwhile, a person ill on a southbound Northern Line train at Warren Street at 09.40 resulted in a 20-minute delay via the Charing Cross branch, with the southbound platform remaining closed until 10.40. A westbound Piccadilly Line train was unable to depart from Manor House at 17.35, suspending the service between Arnos Grove and King's Cross. The train limped off to King's Cross in slow manual, where it was reversed west to east at 18.35 and sent to Cockfosters Depot, from when, services resumed. Being a long interstation distance, four trains were stalled between Turnpike Lane and Manor House four between 25 and 30 minutes. Moreover, with the service being reversed at Arnos Grove, blocking back of trains soon occurred on both the east- and westbound approaches. The Northern Line service via Charing Cross was brought to a stand again at 19.05 because of a person walking on the track at Tottenham Court Road, then emerging at Leicester Square, where he promptly went onto the westbound Piccadilly Line, thus impeding service recovery on that line following the Manor House incident. Services on both lines resumed at 19.35. The day ended with the Bakerloo Line suspended north of Queen's Park from 20.45 to 21.35 because of a fence blown onto the track between Kensal Green and Queen's Park, which was run over by a southbound train, causing damage to the leading car.

The only incident of note on **Tuesday 16 January** was a signal failure on the eastbound at Westbourne Park from 08.20. Hammersmith & City and Circle Line services worked through the area under failure conditions until fixed at 10.30. A repeat failure occurred at 16.45, being cleared by 18.05.

Wednesday 17 January began with the Waterloo & City Line under par during the morning peak with one train cancelled because of defective stock. However, at 07.55, a second train went out of service causing a 20-minute delay and thus only three trains out of five were available for service. There was a full service provided for the evening peak. A signalling problem at Kingsbury at 10.05 suspended the Jubilee Line north of Wembley Park until 11.15. At 16.55 a westbound District Line train stalled across points on the approach to Earl's Court. Services were suspended west of South Kensington, along with the outer rail Circle Line. Limited shuttle services were set up between Parsons Green and Wimbledon and Ealing/Richmond – West Kensington and some Piccadilly Line trains were diverted between Hammersmith and Acton Town to serve the intermediate District Line stations. The passengers on the stalled train were detrained via the track to Earl's Court station, which began at 18.20 and was complete at 18.45. A train stalled behind the incident train was authorised to return to Gloucester Road, where it arrived at 18.40. This train was then commandeered to push the stalled train onto traction current, which was achieved by 19.10. The District Line resumed at 19.40 but with a lack of trains on the Circle Line, the outer rail resumed at 20.15. A total of 40 trains were cancelled – 30 on the District Line and ten on the C&H. Operational problems continued late into the evening with late running and missed crew reliefs, which impacted on the Circle Line (blocking back from Earl's Court) and Hammersmith & City Line services (blocking back at Barking).

A cracked rail south of Green Park on the Victoria Line on **Thursday 18 January** prevented southbound services from starting up south of Highbury until 05.55. A tree across the track just north of Golders Green also prevented the Northern Line from starting up north of Golders Green until 06.40, while Hampstead station remained closed until 06.20 because of insufficient staff. One of the Northern Line lifts at Bank stalled in the shaft at 15.10, trapping a passenger within until 15.55. A person observed trackside west of Aldgate East at 17.45 brought all four lines to a stand, with the Circle Line suspended, the Metropolitan and Hammersmith & City lines suspended east of Moorgate and the District Line between Tower Hill and West Ham, all until 18.30. One train was stalled approaching Mansion House for 20 minutes but four others were stalled at various locations for the duration of the incident. Ten District, nine C&H and two Metropolitan Line trains were cancelled in consequence.

On **Friday 19 January**, the Central Line was suspended east of Loughton from 10.35 to 11.15 because of a loss of signalling control at Debden. One westbound train stalled approaching Debden was authorised to return to Theydon Bois, arriving at 11.05. The report of a broken rail east of Wood Green on the eastbound at 14.15 culminated in a suspension of the Piccadilly Line between King's Cross and Arnos Grove from 15.00 until 17.05. With between 21 and 25 trains being cancelled because of the incident for the rest of the evening, this didn't bode well for the beginning of Night Tube, which then had

to cope with its own cancellations throughout the night. In Night Tube hours, points failing at Ealing Broadway at 02.40 suspended the Central Line between North Acton and Ealing Broadway until 03.10. Moorgate station closed from 16.15 because of a smoke from under a Great Northern train berthed in platform 10. The Underground side of the station reopened at 17.35, the Great Northern platforms following at 18.25. And that was it for **Saturday 20 January**.

On **Sunday 21 January**, a Northern Line train became defective in the Kennington loop at 11.30, resulting in a 25-minute suspension of the Charing Cross branch. Two trains were stalled between Waterloo and Kennington for the duration. A signal failure on the eastbound at Holborn set the Piccadilly Line into 'severe delays' mode from 12.45, with trains working through slowly under failure conditions and 14 trains cancelled in consequence. The failure was cleared at 14.15. At midnight, a person reported on the track in the Ruislip Gardens area brought the last three Central Line trains to West Ruislip to a stand, one approaching West Ruislip station (because of traction current having to be discharged), the other two in platforms. Following an extensive search, nobody was found, with the three trains ending up 85-90 minutes late.

A defective train on the southbound Victoria Line in the morning peak (King's Cross at 07.35 and then the same train at Victoria at 08.00) on **Monday 22 January** resulted in two 10-minute delays and four cancelled trains. That apart, there was nothing else out of the ordinary to note.

Charing Cross LU (and main line) stations were closed from the start of traffic on **Tuesday 23 January** because of a gas leak discovered overnight in the Strand. The Bakerloo and Northern lines non-stopped while main line services were suspended into the terminus. The all-clear was given for reopening at 12.15. Also from the start of traffic, a multiple signal failure on the southbound at Finchley Road soon began to delay Metropolitan Line services, with trains working through very slowly under failure conditions, with a 20-minute suspension from 07.40. In consequence there was a restricted service (with 12 trains cancelled) for the morning peak south of Wembley Park. With no fix imminent, the service was suspended south of Wembley Park from 09.30 to effect repairs to a cable, with services resuming at 10.35. With the Piccadilly Line continuing with a lack of Train Operators for Night Tube, there were also cancellations during the daytime service too, peaking at eight trains in the evening.

Wednesday 24 January was uneventful until 10.50 when a rail defect was found just east of Heathrow Terminal 5. Once the necessary equipment had arrived on site, the Piccadilly Line was suspended west of Hatton Cross from 12.45 until 13.30. A Network Rail signal failure at Gunnersbury suspended the Richmond branch of the District Line from 16.20 to 17.05. The Piccadilly Line was suspended between Arnos Grove and King's Cross from 22.00 until 22.30 because of a person ill on a westbound train at Caledonian Road. One westbound train was stalled approaching Caledonian Road for the duration. The eastbound platform reopened at 22.45 and the westbound at 23.25.

A signal failure at High Street Kensington from 05.20 on **Thursday 25 January** resulted in a suspension of the inner rail Circle Line service until 06.05, while a signal failure at Watford at 06.00 suspended the Watford branch of the Metropolitan Line. One northbound train stalled at the Watford home signal was authorised to return to Croxley, arriving at 06.45. The service resumed at 07.00 using platform 1 only – platform 2 was returned to use at 08.05. A passenger trackside in platform 3 at Camden Town at 17.25 delayed the southbound Barnet branch of the Northern Line for 15 minutes.

Friday 26 January may be summarised thus:

- Reduced service on the Waterloo & City Line during the morning peak – points failing at Bank from 06.45 trapped one train in platform 8, with no early resolution. Service suspended 09.35 to 10.15, from when both platforms were available.
- Signalling problems at Hammersmith (C&H) from 13.10. Reduced and disrupted H&C and Circle lines in consequence because of only one platform (No.2) being available. Platform 3 returned to use at 15.30 and platform 1 at 20.00. Service recovery was hampered by the incident at Baker Street (below).
- Person under a southbound Metropolitan Line train in platform 3 at Baker Street at 14.10. Services suspended as follows –
 - Metropolitan Line: south of Wembley Park
 - Hammersmith & City Line: Edgware Road – Barking, Outer rail Circle Line.
 - District Line: High Street Kensington – Edgware Road.
 Services resumed at 14.55. One train was stalled approaching Baker Street throughout.

- Signalling problems at Northfields from 19.35. Piccadilly Line suspended Acton Town – Heathrow until 20.10. Two trains were stalled between Acton Town and South Ealing for the duration.
- Ravenscourt Park station closed 22.15 until the end of traffic – flooding close to the station.
- A westbound District Line train accepted a wrong signal offered west of Acton Town at 23.00 and ended up instead at Northfields.
- Buckhurst Hill station closed 23.10 to 00.20 – local power failure.

A northbound Bakerloo Line train became stalled on the northbound at Charing Cross at 18.35 on **Saturday 27 January**, suspending the service south of Piccadilly Circus until 19.15. Apart from a couple of ‘passenger action’ incidents (Liverpool Street SSR at 15.25 and Green Park southbound Jubilee Line at 18.45, both for 15 minutes), the rest of the day was uneventful.

Sunday 28 January was a non-event day.

Northern Line trains non-stopped Warren Street station from 09.45 to 11.00 and 13.40 to 16.20 on **Monday 29 January** because of escalator defects. There were no other incidents of note.

There were two problems at the start of traffic on **Tuesday 30 January**, the first being a suspension of the Bakerloo Line north of Stonebridge Park until 06.00 because of a multiple Network Rail signal failure between North Wembley and Kenton. The second was defective Correct Side Door Enable (CSDE) equipment on the inner rail at Notting Hill Gate which resulted in inner rail Circle and westbound District Line trains non-stopping until 10.50. Defective fire detection system equipment caused Lambeth North station to close from 06.45 until 07.40.

The District and Hammersmith & City lines had a delayed start up through Whitechapel on **Wednesday 31 January** because of a points failure, with services beginning at 05.55. Two signals failing on the westbound at Finsbury Park from 13.45 set the Piccadilly Line into ‘severe delays’ mode. Normal signalling as restored at 14.40 but with 12 trains cancelled in consequence. A person under a westbound Central Line train at Notting Hill Gate at 16.05 suspended the Central Line initially between Liverpool Street and White City and then between Marble Arch and White City from 16.25. It was reported that a passenger had been dragged along part of the platform and just inside the tunnel. Services resumed at 17.30 with 31 trains cancelled. Points failing at Moorgate suspended SSR services through the area from 21.05. Three trains were stalled between stations, each for 15 minutes while a further two were stalled for half an hour. Services resumed at 22.10. Eight Metropolitan Line trains and seven C&H trains were cancelled in consequence. The Northern Line was suspended north of Golders Green from 21.40 until 22.30 because of a person struck by a train at Colindale. A southbound Bakerloo Line train was unable to move off from Waterloo at 23.40 because of a no forward movement defect. Apart from one train stalled approaching Waterloo for the duration, other southbound trains were held in platforms until services resumed at 00.05.