

# UNDERGROUND DIARY

## FEBRUARY 2011

**Tuesday 1 February** was as follows:

- Wimbledon branch of the District Line suspended until 05.50 – late finish to track repairs at Parsons Green.
- Lambeth North station restricted to exit only 16.10 to 18.20 – lift defects.
- Victoria Line suspended north of King's Cross 19.00 to 19.25 – points failure at Seven Sisters.
- Jubilee Line suspended east of North Greenwich 20.30 to 21.45 – signalling/stock problems at Stratford.
- District Line services suspended through Earl's Court 00.05 until 01.00 – two signals failing westbound. (This was actually in the early hours of 2 February but in the 'traffic day' of 1 February). This incident resulted in some C Stock trains stabling very late in Lillie Bridge depot, compounded when the signalling in the area became 'locked up'.

**Wednesday 2 February** began with the Central Line suspended between Woodford and Leytonstone via both routes until 07.50 because of a cable theft in the Fairlop area. Tunnel telephone wires adrift between Baker Street and Finchley Road also suspended the Metropolitan Line south of Wembley Park until 06.25. At 15.50 a defective westbound train at Canning Town suspended the Jubilee Line east of North Greenwich, trapping four trains between stations, the last being clear of passengers by 16.20. In the meanwhile the incident train was moved in restricted manual mode to the middle platform at North Greenwich, enabling services to resume at 16.25. Service recovery was then set back with a total loss of the TBTC signalling system between Dollis Hill and Stratford at 18.50, bringing the whole line to a stand until 19.05.

The main event on **Thursday 3 February** was the failure of a northbound S Stock train at Finchley Road which was unable to move, shortly after 18.00. This suspended the Metropolitan Line south of Wembley Park. The defective train was able to move off in slow speed at 18.25, which enabled the two trains stalled on the approach to Finchley Road to reach the station in turn. Because of the blocking back of trains, the Circle and Hammersmith services also became delayed. However, when at Neasden, the incident train stalled with a loss of air. The nature of the defect means that an A Stock train couldn't be called upon to assist and therefore another S Stock train was required. The only S Stock train available was 'on the road' and this was taken out of service, reversed in Neasden depot and worked to platform 1 at Wembley Park. The plan was for it to be authorised to travel 'wrong line' towards the incident train at Neasden but the latter gained movement and limped towards Wembley Park, reaching Neasden depot at 21.10. However, service resumption wasn't immediate because of train crew difficulties after such a long shut-down, and trains finally ran south of Wembley Park at 22.35. It goes without saying that it was 'severe delays' for the rest of the day!

On **Friday 4 February**, points failing at Rayners Lane suspended the Metropolitan Line between Harrow and Uxbridge from 08.00, with one train stalled approaching Rayners Lane being authorised to return to wrong line to West Harrow. But the day really belonged to the Jubilee Line – again! Problems began just after 07.00 when an eastbound train overran North Greenwich station, with the train behind then unable to 'communicate' with the signalling system. Services were suspended east of Canary Wharf. The situation was made more complicated by an allegation of poor rail adhesion in the area. The last of the stalled trains was clear of passengers at 08.40 and five passengers required medical treatment, with one taken to hospital. Normal signalling was eventually achieved at 09.35, from when services resumed. Another non-communicating train caused a 20-minute delay southbound at Dollis Hill at 13.40, and another at West Ham on the westbound at 18.35 for 20 minutes. Then at 19.50 an eastbound train was unable to move from North Greenwich, suspending services east of Canary Wharf. The area of suspension became Green Park – Stratford at 20.35 after another train became defective at Waterloo on the eastbound. Services resumed between Green Park and Canary Wharf at 21.05 and onwards to Stratford at 21.20. *BBC Teletext reported that the Mayor (Boris Johnson) "screamed down the phone" at London's Transport Commissioner about the morning shut-down ..... (a broken down train and a signal failure) ..... and had asked Peter*

*Hendy "for a report on his desk by the end of the day". Maybe a second report for the evening's problems would have been appropriate too!*

Dislodged cabling at Roding Valley on the inner rail (going towards Woodford!) became wrapped around the shoegear of a train in the platform on **Saturday 5 February**, suspending the service between Hainault and Woodford from 06.35 until 09.00.

The Mill Hill branch of the Northern Line was suspended from the start of traffic on **Sunday 6 February** because of a signalling cable fault near Finchley Central. The shuttle service began at 15.00. The Piccadilly Line was suspended east of Oakwood from 11.20 to 11.45 because of a loss of signalling control at Cockfosters.

The service on the Underground on **Monday 7 February** was bad enough to make the headlines in the Evening Standard. Events included:

- Two separate defective trains on the Jubilee Line – northbound at St. John's Wood at 06.10 (15 minute delay) and southbound at Dollis Hill at 06.30 (20 minutes).
- Loss of signal control at Victoria from 06.35 – Victoria Line suspended south of Highbury & Islington until 07.25.
- Waterloo & City Line suspended 07.00 to 09.10 – dust in tunnel after weekend engineering work.
- Track fire Willesden Green northbound at 09.45 – 25-minute delay.
- SSR services suspended through Moorgate 16.40 to 17.20 – signal failure.

Moreover, an incident on this day that came to light in the press eight days later was of an eastbound Jubilee Line train with an unattended item on it eastbound at London Bridge, was allowed to run through to Canning Town before it was dealt with.

Finsbury Park station failed to open until 06.00 on **Tuesday 8 February** because of insufficient staffing levels, while flooding in an escalator machine room at Knightsbridge closed the west (Harrods) entrance from 07.20 until 16.40. A loss of signalling control in the White City area suspended the Central Line between Marble Arch and North Acton from 11.10. Two trains stalled were authorised to return 'wrong line' to stations – Shepherd's Bush and East Acton. As this problem was being resolved, a total train radio failure suspended the whole of the Central Line from 12.05 – official sources stated that the two problems were unrelated. In the meanwhile the Jubilee Line had another 'non-communicating' train on the westbound at Bermondsey at 12.30, suspending services between North Greenwich and Waterloo until 13.20.

Signalling control was lost again at White City from 08.40 on **Wednesday 9 February**, causing a 20-minute stand to trains in the area and 10 trains cancelled in consequence. Marylebone LU station closed from 19.40 to 20.30 because of no public address being available. Preston Road station closed at 17.20 to 21.30 because of a local power failure – the station was already on a back-up generator because of ongoing problems, which itself had failed.

**Thursday 10 February** was as follows:

- Piccadilly Line suspended west of Northfields until 06.20 – points failing at Hatton Cross.
- Metropolitan and Jubilee lines suspended through Neasden from start until 06.00 – track defect Neasden northbound Metropolitan Line. Because the fault couldn't be fixed, a temporary 5mph speed restriction was implemented, which resulted in many Baker Street trains terminating at Harrow and Wembley Park, reversing in Neasden depot.
- Richmond branch of the District Line suspended 08.45 to 09.40 – multiple signal failure at Richmond caused by signal air main being isolated in error.
- Circle and H&C suspended Edgware Road – Hammersmith 12.40 to 13.35 – points failing at Hammersmith.
- Tottenham Court Road station closed at 14.40 – escalator defects. Reopened for exit and interchange from 15.40 and normally from 17.00.
- Central Line suspended Leytonstone – Hainault inner rail from 15.40 to 16.45 – person under an inner rail train at Gants Hill.

On **Friday 11 February** the Northern Line platforms at Moorgate were closed from 08.50 to 09.25 because of a smell of smoke on the southbound. A cable fault on the power supply to St. John's Wood station resulted in its closing from 12.25 to 19.30. Two defective trains – the former a 2009 Stock, the latter a 1967 Stock, suspended the Victoria Line towards the end of the evening peak.

The first was on the northbound at Oxford Circus just before 18.00 with a train that had an air burst which stalled three trains between stations. Two were moved forward to detrain either onto the end of a platform or through the train in front, but one train was unable to get close enough to the train in front and therefore its passengers were detrained via the detrainment steps onto the track and up steps into the train in front, all this being completed by 19.30. In the meanwhile, a train of 1967 Stock was unable to move from Warren Street southbound at 18.30, effectively suspending the whole line – there were too many trains to move to implement a shuttle around the two failures. One train stalled on the approach to Warren Street was authorised to return to Euston, where it arrived at 19.25 and its passengers detrained. Once this train had been moved to Victoria, the service was able to resume on a limited basis north of Warren Street, with the 2009 Stock limping in restricted manual to King's Cross siding. Free movement across the line was possible from 20.35.

Apart from problems with the platform edge doors on the westbound at Canary Wharf, where westbound trains non-stopped from 12.55 to 14.10, there was nothing untoward to note on **Saturday 12 February**.

**Sunday 13 February** offered little, apart from Lambeth North station closing from 11.15 to 14.10 at the request of the police, and a defective eastbound Jubilee Line train at Bermondsey which caused an initial 20-minute stand. The train then limped off to Stratford Market depot at 15kph.

Bermondsey station failed to open until 08.15 on **Monday 14 February** because of problems with platform edge door equipment, while the Metropolitan Line was suspended south of Wembley Park from the start of traffic because of tunnel telephone wires adrift north of Baker Street. Services began at 06.15 after the wires had been secured. Baker Street station closed at 11.10 because of a suspicious vehicle close to the station, with services non-stopping. Trains scheduled to terminate at Baker Street were turned short at Wembley Park, reversing in Neasden depot. The Central Line was suspended between White City and Holborn from 17.20 following a loss of signalling control between Queensway and Marble Arch, trapping six trains between stations in its wake. These were moved into platforms in turn, the last being clear at 18.10. Services resumed at 18.30.

**Tuesday 15 February** is summarised thus:

- Archway station closed 07.40 to 10.00 – flooding.
- The combination of a signal failure at Green Park and a defective train on the eastbound at Arsenal during the morning peak led to a disrupted Piccadilly Line service right through into the afternoon. The District Line's Ealing service was also caught up in the traffic jam of trains in the Acton Town area because of missed train crew reliefs.
- Outer rail Circle Line suspended 20.40 to 21.30 – signal failure westbound at South Kensington. The District Line continued through under failure conditions.
- All lines (including Chiltern) suspended through Dollis Hill 14.30 to 15.15 – passenger action.
- Jubilee Line suspended Waterloo – Finchley Road 19.55 to 21.35 – signal failure at St. John's Wood which began at 18.55.

A signal failure on the westbound Piccadilly Line between Turnpike Lane and Manor House from the start of traffic on **Wednesday 16 February** resulted in a disrupted morning peak with six trains cancelled. A southbound Jubilee Line train was unable to move off from Dollis Hill at 11.55, suspending services north of West Hampstead until 12.45. Hampstead station closed at 21.00 until 22.00 because of lift defects while at 21.15 a person injured on the eastbound platform at Marble Arch suspended the Central Line between White City and Holborn until 22.10, although the eastbound platform at Marble Arch remained closed until 22.35.

A signal failure on the Jubilee Line at Stratford on **Thursday 17 February** rendered platform 13 out of use from 06.20 until 08.30. With only platforms 14 and 15 available, there were 10 trains cancelled for the morning peak. The southbound Jubilee Line platform at Baker Street closed from 10.05 to 10.30 because of dust coming from the north-end tunnel mouth, for which no reason was found. In the meanwhile a signal failure westbound at Ealing Common suspended the District and Piccadilly lines through the area from 09.25 to 10.05 and again from 12.45 to 13.25 while repairs were undertaken. A signal failure on the southbound approach to Stockwell from 16.00 resulted in a suspension south of Kennington from 16.30. The suspension was extended to include Camden Town – Kennington via Bank from 17.00 because of 'passenger action' at Angel. Services resumed throughout at 17.30 with 13 trains cancelled for the evening peak. A signal failure on the eastbound

at Cannon Street from 16.35 resulted in delays for District Line services and the inner rail Circle Line suspended, which remained so until 21.30.

On **Friday 18 February** a signal failure at Chalfont & Latimer at 10.00 suspended the service to Chesham, with the train on the single line authorised to return to Chesham, where it stayed until clear at 12.30. A SPAD by an eastbound Piccadilly Line train approaching Arnos Grove suspended the Piccadilly Line east of Wood Green from 13.35 to 14.15.

**Saturday 19 February** was thus:

- Metropolitan Line suspended north of Rickmansworth from start of traffic – signal failure at Chalfont & Latimer. Amersham services began at 06.30 and Chesham services at 08.00.
- Victoria Line suspended north of Seven Sisters 07.05 until 11.30 – signal failure at Walthamstow Central.
- Metropolitan Line suspended Moor Park – Watford 17.00 to 18.10 – signal failure at Watford.
- District Line suspended east of Barking 20.25 to 21.20 – police chasing suspects at Dagenham Heathway. Service recovery was then hampered by two signals failing at South Kensington at 22.15, suspending services through the area until 22.45.

On **Sunday 20 February**, there were two early morning station closures (Warwick Avenue and Finsbury Park), both of which were open by 07.40. The only other incident was the derailment of an engineer's train in the east sidings at Acton Town at 20.15. This had no service impact because services were suspended in the area for weekend engineering.

A signal failure at Hampstead suspended the Edgware branch of the Northern Line from 11.35 on **Monday 21 February**. Two trains stalled between Belsize Park and Hampstead were authorised forward in turn, being clear of passengers by 12.10. Once points had been secured, services resumed at 12.20. A rail defect on pointwork at Neasden on the southbound Metropolitan Line resulted in a reduced service south of Wembley Park from 12.15 for the rest of the day because of a 5mph speed restriction imposed over them. During the off-peaks, trains from Amersham and Chesham terminated at Harrow (and ran empty to Neasden depot to reverse) while during the evening peak, a number of Baker Street reversers were terminated at Wembley Park. The day ended (in the early hours of 22 February but still in Monday's 'traffic day') with a defective engineers train just east of Acton Town at 00.25. Three passenger trains were delayed, the last eastbound to Hammersmith by an hour, an Acton Town reversing train on the station's approach for 50 minutes and the last westbound to Uxbridge (in the east sidings) by 45 minutes. In addition one Piccadilly Line train was stabled in Ealing Common depot.

**Tuesday 22 February** was another lousy day for the Metropolitan Line, with the continuing speed restriction at Neasden adversely affecting the service. Similar arrangements applied south of Wembley Park with a reduced service as on the previous day, but this didn't stop some City trains being turned short at Moorgate and Baker Street, with queues of trains at Wembley Park and Harrow because of late crew reliefs. And all this was a "good service" apparently, although users of the line would probably beg to differ! Chalk Farm station was unable to open until 09.35 because of a local power failure, while a gapped Piccadilly Line train, exiting from the east end of Cockfosters depot, stalled approaching the station, suspending services east of Arnos Grove until 07.45.

**Wednesday 23 February** was thus:

- Holloway Road station closed 06.00 to 06.45 – insufficient staff.
- Bakerloo Line suspended north of Queen's Park 11.10 to 11.35 – loss of Network Rail signalling control. Service recovery impeded by a person ill on a southbound train at Edgware Road at 11.55, causing a further 20-minute delay. Network Rail points failing at Queen's Park suspended the service north thereof once again from 13.30 to 14.30.
- Another 'non-communicating' northbound Jubilee Line train at 10.30 suspended the service between Waterloo and Willesden Green until 11.20. Two stalled trains were clear of passengers by 11.05. Service recovery was hampered by another defective train at Waterloo, which caused a further 15-minute delay.

**Thursday 24 February** was uneventful, in that nothing untoward occurred that hasn't before.

On **Friday 25 February**, excessive water in the area resulted in a multiple signal failure on the westbound at Bow Road from the start of traffic until 07.10. Coincidentally, Bow Road station

remained closed until 06.40 because of insufficient staff. Problems with a platform edge door on the westbound at Westminster resulted in westbound Jubilee Line trains non-stopping from 12.20 until 13.25. Just before 22.00 a defective London Overground train stalled on the approach to Willesden Junction, suspending the Bakerloo Line north of Queen's Park until 23.55.

Signals failing on the northbound approach to Camden Town suspended services through the area from 08.00 to 08.45 on **Saturday 26 February**. A signal failure at Bromley-by-Bow at 08.20 suspended the District Line between there and East Ham until 09.30 – the line was suspended west of Bromley-by-Bow to Tower Hill anyway because of weekend engineering work.

On **Sunday 27 February**, the Metropolitan Line had a 25-minute late start from Neasden because of a late finish to overnight engineering work, while insufficient staff resulted in Edgware Road Bakerloo Line station opening 30 minutes late. A signal failure at Cockfosters suspended the Piccadilly Line east of Oakwood from 23.30 until 00.15. In the meantime, all eastbound trains were stabled in depot from Oakwood.

Westbourne Park remained closed until 06.15 on **Monday 28 February** because of a local power failure. The Jubilee Line suffered a loss of signal control at Stratford, suspending services east of North Greenwich from 06.40 for an hour. A further 30-minute suspension took place from 16.50 when an eastbound train stalled approaching Stratford. Services to Heathrow T5 were suspended from 16.25 when an eastbound train was unable to move from the terminus. Having moved off at 17.20, it then came to grief at T123 with smoke from underneath, eventually arriving in Northfields depot at 18.35. A further 30-minute delay took place on the eastbound at Bounds Green from 22.10 because of an unattended item on a train. The whole of the LU Bakerloo Line was suspended from 19.40 to 20.30 because of a loss of signalling control from Baker Street control centre.