

UNDERGROUND DIARY

DECEMBER 2010

On **Wednesday 1 December** the District and Circle lines were unable to start up until 06.20 because of a missing overnight worker in the Temple area. In addition eastbound trains were unable to call at Upminster Bridge until 15.50 because of a defect with the platform surface. Three signals failing between Canning Town and North Greenwich caused the suspension of the Jubilee Line east of Canary Wharf from 17.15 until 17.50. Rail adhesion problems in the Rayners Lane area resulted in the Central Line's five-car Sandite train being 'borrowed' by the Piccadilly Line. After working on the Central Line, it went to Ruislip siding mid-evening and then did a trip to South Harrow and back. Both Metropolitan and Piccadilly Line services were suspended through Rayners Lane from 22.35. One stalled Piccadilly Line train was diverted to Harrow-on-the-Hill in consequence, and returned once the failure had been cleared at 23.15. In the meanwhile, the Charing Cross branch of the Northern Line was suspended from 21.25 because of a passenger hit by a train on the southbound at Waterloo. One train stalled behind was detrained through the incident train, being complete by 22.10. Services resumed at 22.25.

The cold weather caused door problems in a number of Jubilee Line trains during the morning peak on **Thursday 2 December**, with six trains cancelled as a result. The weather also caused points and signal failures at the east end of the District Line leading up to the morning peak. An intermittent Network Rail points failure just north of Queen's Park suspended the Bakerloo Line to and from Harrow, from 06.55 to 07.25 and again from 07.40 to 08.20. A burst water main in the vicinity of Marlborough Road disused station caused signals to fail in the area. In consequence, points were secured at Swiss Cottage disused station, with services suspended south of Wembley Park from 06.15 to 06.45. Lambeth North closed from 22.40 until the end of traffic because of insufficient staff. Points failing at Watford suspended the Metropolitan Line between Moor Park and Watford from 22.55 to 00.05. One train stalled on the approach to Watford was authorised to return to Croxley.

Friday 3 December was thus:

- Lambeth North remained closed until 07.10 – insufficient staff.
- Circle Line and District Line's Edgware Road service suspended start to 06.50 – points failure at Gloucester Road. District Line also affected by 10 trains cancelled for stock defects and signal failure during morning peak at East Putney.
- Victoria Line suspended north of Seven Sisters 09.05 to 09.50 – defective train departing Walthamstow.
- Northern Line trains non-stop Elephant & Castle 15.45 to 23.05 – lift defects.
- Metropolitan Line suspended Chalfont – Amersham 16.20 to 17.10 – signal failure at Amersham.
- Piccadilly Line suspended King's Cross – Cockfosters 19.20 to 19.40 – defective eastbound train at Bounds Green. Suspended again Oakwood – Cockfosters 20.10 to 22.15 after incident train stalled approaching Cockfosters.
- District Line suspended Wimbledon Park – Wimbledon 22.25 to 23.25 – points failure at Wimbledon.

On **Saturday 4 December**, the Heathrow branch service was suspended west of Northfields from 06.10 to 06.40 because of a signal failure at Boston Manor. A track fire west of Waterloo suspended the Jubilee Line between Green Park and London Bridge from 09.05, with problems being exacerbated by a signal failure at Canning Town. Services resumed at 10.15. A northbound Victoria Line train stalled approaching Stockwell at 15.55. One train was stalled in the tunnel behind, its passengers being detrained via the track by 16.45. Services resumed at 17.30. Another defective train north of King's Cross from 17.45 caused a 40-minute delay while it continued in 'restricted manual' mode to depot. Both were reported as being 2009 Stock. At 20.45, an eastbound District Line train approaching Tower Hill accepted a wrong signal and proceed eastbound rather than to the

bay platform – the line was suspended to Upminster because of weekend engineering work. The District Line (and Circle Line, which was operating in ‘all-round’ mode) was suspended while points were secured and the train authorised to return to Monument, resuming at 22.00. The day ended, actually in the early hours of Sunday, but within Saturday’s traffic day, with a person under a northbound train at Camden Town at 00.40. The last Barnet and Edgware trains were held in platforms with their passengers detrained. The incident was cleared at 02.00.

The only notable event on **Sunday 5 December** was the closure of Mornington Crescent from 12.20 to 13.55 because of lift defects.

On **Monday 6 December**, an unusual smell in the area of Chesham station resulted in the shuttle service being suspended from 13.30 to 15.00. A signal track circuit failing at Hainault suspended the outer rail Central Line from Woodford to Leytonstone (via Hainault) from 22.10 to 23.15.

Eastbound Central Line trains non-stopped Bank on **Tuesday 7 December** from 07.30 to 09.30 because of escalator defects. A fire alarm activated at King’s Cross closed the LU station from 18.55 to 19.35. A track defect was reported just north of Willesden Green on the northbound Metropolitan Line towards the end of the evening peak, resulting in a temporary 10mph speed restriction being imposed. This caused a ‘traffic jam’ of trains which extended beyond Baker Street Junction, thereby delaying the Circle and Hammersmith & City lines as well. The situation improved in the late evening when the restriction was eased. An eastbound Central Line train stalled approaching Epping at 22.50, suspending the service east of Debden. An eastbound train in the platform at Theydon Bois was detrained and sent forward empty to assist, with services resuming at midnight.

On **Wednesday 8 December**, insufficient staff closed Borough station from 06.50 to 07.40. A blown track fuse at Boston Manor resulted in a signal failure and suspension of the Heathrow service west of Northfields from 08.35 until 09.15. The day ended with a 25-minute delay on the eastbound at Bethnal Green from just before midnight because of a passenger being struck by a train.

Thursday 9 December was as follows:

- Holland Park remained closed until 06.35 – insufficient staff.
- Metropolitan and Piccadilly lines suspended through Rayners Lane from 05.55 – points failure (which began at the start of traffic). Services resumed at 07.20 and 07.40 respectively.
- Waterloo & City Line suspended 07.10 to 17.30 – greasy rail conditions at both Bank and Waterloo.
- Victoria LU station closed 13.25 to 14.35 – fire alarm operated.
- Bakerloo Line suspended north of Queen’s Park 08.30 to 09.35 – Network Rail signal failure at Stonebridge Park.
- Stations affected by the demonstration against the increase in tuition fees were Westminster (closed 13.35 to end of traffic) and Oxford Circus (closed 20.25 to 20.50).
- Piccadilly Line suspended west of Barons Court and District Line’s Ealing Broadway service suspended 22.20 to 23.20 – loss of signalling control at Acton Town. Four stalled Piccadilly Line trains were authorised into platforms, the last by 23.05 but one stalled westbound District Line train approaching Acton Town returned to Chiswick Park by 23.10. A signal failure at Earl’s Court also added to the District Line’s woes, causing another 35-minute delay.

A late finish to overnight re-railing at London Bridge prevented the Jubilee Line from starting up through the area until 06.20 on **Friday 10 December**. A signal failure on the southbound at Marlborough Road disused station from 17.30 resulted in seven cancellations for the Metropolitan Line in the evening peak. The day ended with a 35-minute delay to the last three northbound Jubilee Line trains because of a person ‘seasonally ill’ (Christmas ‘spirit’ and all that!) on a train at Finchley Road.

The Jubilee Line started up (as planned) from 07.30 on **Saturday 11 December** so that the new signalling system could be tested in passenger service. Additional trains were due in service from midday so that a 24 trains per hour service could be tested on the trunk section between West Hampstead and North Greenwich until late afternoon. However, all was not to be, with a number of

train-signalling related problems, one of which began before the enhanced service. A west/northbound train stalled approaching Green Park, suspending services between Waterloo and Finchley Road until 12.30. Later, a westbound train was unable to move at Canary Wharf at 15.15 and an eastbound train at the same location at 15.30. This suspended services between London Bridge and Stratford until 16.00. The Stanmore branch also had a 20-minute delay from 16.20. All this resulted in between 9 and 12 trains cancelled for the rest of the day.

There were further problems on the Jubilee Line on **Sunday 12 December**. A southbound train was unable to move from Dollis Hill just after 08.00 with services therefore being suspended north of Finchley Road. Once the train had reached West Hampstead siding in slow manual, services resumed at 09.25. Trains cancelled during the day varied between 9 and 11 because of a shortage of Train Operators. Even worse off was the Piccadilly Line which had a signal failure between Arsenal and Finsbury Park from 11.15 which was reluctant to go away. The incident train arrived at Finsbury Park at 12.00. Initially services were suspended east of King's Cross but because of the queue of trains, services were suspended east of Acton Town from 12.55 and also between Rayners Lane and Uxbridge, the latter always a 'casualty' in times of trouble! An *Underground News* correspondent reports that it took an hour and 15 minutes between Acton Town and Hyde Park Corner, which is normally a 19-minute trip. Services resumed at 14.00 but the train service continued in tatters until late in the evening.

Monday 13 December was thus:

- Chesham service suspended 06.00 to 06.45 – signal failure at Chalfont & Latimer.
- Signal failure Seven Sisters northbound – Victoria Line suspended north of King's Cross 11.35 to 12.10.
- A SPAD by an eastbound train at Moorgate at 18.00 caused a 30-minute delay to the SSR services.
- Signalling problems in the Wood Green and Arnos Grove areas during the day led to extensive late running and missed/late crew reliefs, with severe blocking back at the approaches to Acton Town and Arnos Grove, especially during the evening.
- Metropolitan Line service to Uxbridge suspended 22.00 to 22.35 – signal failure north of Harrow-on-the-Hill.

On **Tuesday 14 December**, smoke from under a northbound train at North Wembley at 11.25 suspended the Bakerloo Line north of Queen's Park until 12.10. The Bakerloo Line was in trouble again during the afternoon with a person under a northbound train at Warwick Avenue at 15.05, suspending the service throughout the whole LU section. Following the operation of section switches, services were able to resume between Elephant & Castle and Paddington from 16.10, with through services at 16.40. Another person under a train occurred at Hanger Lane at 19.30, suspending the West Ruislip branch of the Central Line until 22.05. However, Hanger Lane station remained closed until 23.30. The day ended with a person ill on a southbound Victoria Line train at Green Park at 23.35, suspending services south of Warren Street until 00.05.

Wednesday 15 December began with Angel station closing from 07.10 to 07.40 because of insufficient staff. A person ill on a westbound District Line train at Plaistow at 08.00, suspended services through the area until 08.30. A loss of signalling control at Willesden Green at 17.35 suspended the Jubilee Line between Waterloo and Wembley Park for an hour. Five trains were stalled between stations, two of which weren't clear of passengers until 18.25. An unattended item on a First Great Western train in the centre bay platform at Greenford sparked a security alert and a 20-minute suspension of the Central Line's West Ruislip branch from 19.55.

Southgate station remained closed at the start of traffic on **Thursday 16 December** because of a local power failure, opening for business at 10.15. Two separate signal failures at Neasden (at 13.40 and 18.00) caused delays and cancellations on the Jubilee Line. The first problem also affected the Metropolitan Line between Willesden Green and Baker Street and both lines' services never fully

recovered. Latimer Road station closed from 22.50 because of a build up of ice, the westbound platform being closed anyway for rebuilding. The eastbound platform reopened at 23.30.

Friday 17 December kicked off with a signal failure at Gloucester Road, suspending the outer rail Circle service from the start until 06.30. Southbound Bakerloo Line trains non-stopped Oxford Circus from 19.40 to 21.30 because of a person ill on the platform. The Metropolitan Line suffered a double whammy at 21.25 with a signal failure at Watford and, concurrently, a points failure at Rickmansworth. Amersham line trains terminated in the southbound platform at Rickmansworth until clear at 22.20. Watford, however, was more problematical in that a train stalled approaching the terminus was authorised back to Croxley, arriving at 21.55. In the event, the Watford branch remained suspended for the rest of the day.

Saturday 18 December was the first Saturday of a weekend not to have any engineering work line closures. However, all was not well, not only because of the heavy snow (of which more in a moment) but with a number of other problems:

- Late start to Northern Line from Morden (06.10) because of a broken rail discovered overnight on the northbound at Colliers Wood.
- Strike action by Train Operators on the Bakerloo Line meant no service for much of the day. However, between 16.10 and 22.30 a 5-train shuttle was operated between Queen's Park and Paddington.
- Northern Line suspended High Barnet – Camden Town 06.00 to 06.50 – defective southbound train at East Finchley.
- A SPAD by a westbound Piccadilly Line train approaching Hatton Cross suspended services west of Hounslow Central from 13.55 to 15.30. A cable fire also at Hatton Cross at 18.10 suspended services once again until 19.30.

Around mid-morning, snow started to fall in the London area and initially services managed to cope. However, as the severity of the snowfall increased, services in exposed areas began to deteriorate. Moreover, it also proved difficult for the late shift staff to get to work with trains having to be cancelled. A brief summary of the areas affected by the adverse weather follows:

- **Central Line:** Suspended Leytonstone – Loughton and Woodford – Hainault 11.00 to 13.10 because of points failing at Woodford. Points failing at Hainault at 12.45 then suspended services between Leytonstone and Hainault until 16.40.
- **Circle/H&C:** Circle Line suspended 18.25 to 22.00 – signal failure at Gloucester Road. Delays at Hammersmith H&C – iced up rails.
- **District Line:** Two platforms out of use at Wimbledon from 10.45 with a reduced Wimbledon service in consequence until 13.45. Richmond service suspended 14.20 to 15.40 – signal failure at Richmond.
- **Jubilee Line:** Suspended Wembley Park – Willesden Green from 11.40 – stalled southbound train south of Dollis Hill. Suspension then widened Stanmore – Finchley Road from 12.05 – signal failures at various times at Wembley Park, Neasden and West Hampstead. Through service from 16.20.
- **Northern Line:** Suspended Archway – High Barnet 14.00 to 15.40 – train stalled approaching High Barnet. The passengers from this train were detrained via the track which was completed at 15.10.
- **Metropolitan & Piccadilly lines:** Points failure at Rayners Lane from 11.15. Suspended Harrow-on-the-Hill – Uxbridge and Piccadilly Line west of South Harrow. Metropolitan Line resumed at 17.25. An attempt to resume the Piccadilly Line was thwarted when an eastbound train from Rayners Lane stalled approaching South Harrow at 17.55. Its passengers were walked forward to the station by 21.30. In the meanwhile the Chesham service was suspended from 12.30.
- **Victoria Line:** 8 trains cancelled during the afternoon and evening because of a lack of available train staff.

The bad weather continued to dominate matters on **Sunday 19 December**. Not only did some services 'struggle' in the sub-zero temperatures but trains were cancelled and stations closed because of the inability of staff to get to work. But first, there were three non-weather related items. The first was a person under a southbound Northern Line train at Moorgate which suspended the southbound City branch from 12.05 to 14.15. A signal track circuit failure suspended the Jubilee Line north of Willesden Green from 15.15 to 16.10. The Central Line was suspended Woodford – Hainault from 19.05 to 20.00 with an outer rail train with an air burst at Grange Hill. Weather-related items were as follows:

- Stations closed for staff non availability were Aldgate East (opened 06.55), Elephant & Castle (07.40), Charing Cross (07.50), Waterloo (07.55), Caledonian Road (08.55) and Old Street (11.20).
- A late finish to de-icing in Stanmore sidings and Neasden depot resulted in 16 Jubilee Line trains being unable to enter service. The number of cancellations varied between 12 and 14 for much of the day.
- No signalman at Rayners Lane suspended the Piccadilly Line Acton Town – Rayners Lane and the Metropolitan Line Harrow – Uxbridge from the start of traffic until 08.45.
- Bakerloo Line suspended north of Queen's Park all day – lack of de-icing on NR current rails.
- Service to Chesham suspended – icy current rails. Resumed for one trip at 13.00 but then suspended again for rest of day – points failing at Chalfont & Latimer. The latter also suspended the Amersham service until 15.05.
- District Line to and from Ealing Broadway suspended 07.20 to 07.50 – train stalled leaving Ealing Common depot.
- Unusually the winter weather resulted in a 20-minute delay in the tunnel at Mornington Crescent from 08.00. A number of insulating 'pots' had become contaminated with excessive de-icing fluid.
- Piccadilly Line suspended east of Wood Green from 08.10 to 09.00 – train stalled on icy rails leaving the sidings at Arnos Grove.
- Metropolitan and Piccadilly lines suspended through Rayners Lane 19.55 to 20.30 (Metropolitan) and 20.55 (Piccadilly) – iced up trainstop causing signal dual aspect.

Monday 20 December saw a 'shuttle' service reinstated on the Chesham branch because of the adverse weather. The exposed nature of the Chalfont area caused problems for the points to and from the single line so the preferred option was to 'lock' the train on the single line once points had been secured. Other problems included:

- Belsize Park closed start to 07.00 – water leak in ticket hall.
- District Line suspended through Plaistow start to 06.00 – signal failure caused by frozen trainstop.
- Bakerloo Line suspended north of Queen's Park – iced up negative current rails.
- Central Line suspended White City – Marble Arch 06.35 to 07.20 – defective eastbound train with air burst at Holland Park.
- Piccadilly Line suspended east of Arnos Grove 08.35 to 09.45 – defective westbound train at Southgate. Three trains stalled with passengers were clear by 09.05. A westbound train at Leyton with a similar problem at 07.10 resulted in a further 25-minute delay.
- Jubilee Line suspended east of North Greenwich 16.10 to 16.40 – defective eastbound train at Canning Town.
- Metropolitan and Piccadilly lines' Uxbridge branch suspended 21.05 to 22.00 – stalled eastbound Metropolitan Line train between Uxbridge and Hillingdon.

Tuesday 21 December was thus:

- Both peaks on the Jubilee Line disturbed – passenger ill on a train at Waterloo (morning peak) and signal failure at Neasden (evening peak).
- Golders Green station closed 09.30 to 10.10 – report of a smell of gas.
- Hammersmith & City Line suspended east of Moorgate from 14.30 – District Line signal failure at East Ham. The service remained suspended from 16.30 when the signal main current between

Bromley-by-Bow and Upney was lost, which suspended an already delayed District Line. The District Line resumed at 16.50 but the H&C remained suspended until 18.40.

- Bank / Monument stations closed 23.15 to 00.05 – fire alarm activation.
- District Line suspended west of Earl's Court 23.45 to 00.50 – report of persons trackside east of West Kensington. Effectively, because it was approaching last trains, many trains were held in platforms while five stalled between stations remained there for the duration.
- The last northbound train from Baker Street to Chesham was delayed at Pinner after an allegation of a person falling between cars. After an extensive search nobody was found and the train moved off to Rickmansworth sidings at 03.20. The train's few passengers were conveyed onwards by taxis.

On **Wednesday 22 December**, vandalism in the Woodford area suspended the Central Line Leytonstone – Loughton and Hainault – Woodford from 11.35 to 14.50. It is reported that cabling had been placed around a positive rail, thus knocking off shoes from trains. The District Line was suspended west of Putney Bridge from 12.55 to 13.30 because of a Network Rail signal failure at Wimbledon Park. The Edgware Road branch of the District Line was also suspended from 13.55 to 14.35 because of a SPAD by a departing Circle Line train. Although the SPAD only caused a 10-minute delay, the District Line suspension was to provide some 'breathing space' in service recovery. A person ill on a westbound Piccadilly Line train at Ickenham suspended both the Metropolitan and Piccadilly lines through the area until 16.35. The Metropolitan Line was suspended for a further hour from 17.15 because of points failing at Chalfont & Latimer.

Thursday 23 December began with Marylebone station remaining closed until 06.25 because of insufficient staff. A signal failure westbound at Mansion House at 17.40 suspended the District and Circle lines through the area. Three trains stalled between stations reached platforms (Cannon Street, Monument and Tower Hill) by 18.05 with services resuming at 18.50 (District Line) and 19.15 (Circle Line). The day ended with points failing at North Acton Junction at 23.10, which suspended the Ealing Broadway branch until the end of traffic.

Apart from a 30-minute late start up through Green Park on the Jubilee Line because of a rail defect, and a 35-minute suspension between Piccadilly Circus and Queen's Park from 14.00 because of an unattended item on a northbound train at Warwick Avenue, Christmas Eve **Friday 24 December** was uneventful.