

UNDERGROUND DIARY

JANUARY 2012

The only incident of note on (Bank Holiday) **Monday 2 January** was a signal failure at Finchley Central, which suspended the Northern Line north of East Finchley from 06.05 to 06.40. However, trains continued to work through the failure until normal signalling was restored at 07.35.

On **Tuesday 3 January** the Northern Line was suspended Finchley Central – High Barnet from 08.45 to 09.20 because of a person ill on a southbound train at West Finchley. Euston Square station closed from 16.00 to 16.40 because of a fire alarm panel defect. The other incidents of the day were all due to adverse weather – heavy rain and high winds:

- A section of tin roof found its way onto the track and became lodged under an eastbound District Line train at Barons Court at 05.20, suspending services west of Earl's Court until 05.50. Further flying debris resulted in another suspension from 07.50 to 08.20.
- Just before midday three trees had fallen across the westbound track on the approach to Osterley, suspending the Piccadilly Line west of Northfields. One stalled westbound train was authorised to return to Boston Manor, where it arrived at 12.25. Services resumed at 14.50 after the trees had been cut down and removed.
- Chorleywood station closed 12.00 to 12.30 – flooding.
- Outer rail Circle and eastbound District Line trains non-stopped Bayswater from 12.00 to 13.10 because of flooding.
- Flooding in the depot area at Waterloo suspended the Waterloo & City Line 12.05 until 12.55.
- Gants Hill station closed 12.20 to 12.45 – flooding in ticket hall.
- Flooding caused East Finchley to close from 14.55 to 15.30.

Wednesday 4 January was as follows:

- Clapham Common station closed 08.35 to 10.10 – Local power failure.
- Central Line suspended Leytonstone – Liverpool Street 09.40 to 10.05 – person ill on a westbound train at Stratford.
- District Line suspended to Edgware Road 11.00 to 11.35 – points failure at Edgware Road, which reduced reversing facilities to one platform.
- Highgate station closed 17.50 to 18.45 – escalator defects.
- Piccadilly Line suspended east of Arnos Grove from 21.10 – person under an eastbound train at Southgate. Services resumed at 22.30 but the eastbound platform at Southgate remained closed until 23.30.

St. John's Wood station remained closed until 06.00 on **Thursday 5 January** because of escalator defects. The Northern Line had a disrupted morning peak with intermittent trains being back-tripped between London Bridge and Borough. This culminated with a 20-minute suspension of the southbound City branch from 09.50 whilst engineers attended and dealt. An eastbound District Line train struck a tree on the track east of Kew Gardens at 15.45, suspending the Richmond service until 16.50. The incident train detrained at Gunnersbury and worked empty to Lillie Bridge depot. The Northern Line was suspended north of Archway from 16.05 to 16.40 because of a loss of signalling control in the Finchley areas. Points failing on the eastbound Piccadilly Line at Acton Town from the Heathrow direction resulted in a 40-minute suspension of that branch from 16.40. A points failure at West Kensington at 19.00 suspended the District Line west of Earl's Court to Ealing and Richmond until 19.50.

A derailment of an empty train by 2½ cars in Cockfosters depot at 03.50 on **Friday 6 January** resulted in 10 trains being cancelled for the morning peak. Westbound District/Circle Line trains non-stopped Victoria station from 08.55 to 11.05 because of flooding from a street-level burst water main.

A partial collapse of the ticket hall ceiling at Edgware on **Saturday 7 January** resulted in the station closing at 08.10, with trains running empty between Burnt Oak and Edgware. Fortunately there were no injuries and following temporary repairs, the station reopened at 13.35. The Jubilee Line was suspended east of North Greenwich from 14.35 because of a loss of signalling control in the Stratford area. However, a small number of trains were able to work forward to West Ham between 15.15 and 16.15, reversing in Stratford Market depot. Services resumed throughout at 16.35.

The northbound Charing Cross branch of the Northern Line was unable to start up until 09.30 on **Sunday 8 January** because of a late finish to overnight re-railing work at Warren Street. Points failing at Lambeth North suspended the Bakerloo Line south of Piccadilly Circus from 08.50 until 09.55. An intermittent signal failure on the eastbound approach to Wimbledon Park from 15.15 culminated in a suspension between there and Wimbledon from 17.35 until 18.10. The Bakerloo Line was suspended throughout the LU section from 20.30 because of a person under a northbound train at Lambeth North. The service resumed as far south as Piccadilly Circus from 21.00 and throughout at 21.30.

Less than perfect Metropolitan Line peak services on **Monday 9 January** were due to a combination of 'passenger action' (morning) and points failing in Neasden depot (evening). Heathrow T123 station closed from 11.35 to 13.00 because of water ingress and flooding in the ticket hall. A multiple signal track circuit failure at Wimbledon Park at 00.10 resulted in the late-night trains being delayed, with stalled trains being authorised into platforms. The service resumed at 01.05 to last trains.

Lift defects saw Lambeth North station close at 06.55 on **Tuesday 10 January**. Reopening was at 08.25 but a repeat of the same problem caused another closure from 08.45 to 11.05. The discovery of a broken rail on the eastbound Piccadilly Line at Earl's Court just after 18.00 suspended services between Hammersmith and Hyde Park Corner. One stalled eastbound train was authorised to return to Barons Court, where passengers were detrained by 18.45. Services resumed at 19.40 after temporary repairs had been made. A signal track circuit failure at Bank suspended the Waterloo & City Line from 19.10. Two trains were stalled on the eastbound, each being authorised in turn to return to Waterloo, which had been completed by 19.40. Services resumed at 20.05.

There was nothing out of the ordinary to note for **Wednesday 11 January**.

Points failing at Waterloo prevented the Waterloo & City Line from starting up until 08.50 on **Thursday 12 January**. A further suspension to undertake repairs took place from 10.35 to 11.20. At 13.10 a loss of the signal main current at Harrow-on-the-Hill suspended the Metropolitan Line north of Wembley Park and the Piccadilly Line west of South Harrow. Four trains were stalled between stations: An eastbound train approaching Rayners Lane was authorised into the station (13.30), and a southbound train approaching West Harrow arrived there at 13.40. A 'down' Chiltern train stalled approaching Harrow arrived after points had been secured and a stalled 'up' Chiltern was authorised to return to Moor Park and detrain there. The Piccadilly Line resumed at 13.40 and the Metropolitan Line gradually from 13.50.

Friday 13 January was a bad day for the Jubilee Line, beginning with computer signalling problems at Stanmore from the start of traffic, with services suspended in consequence north of Wembley Park. However, the rest of the Jubilee Line was unable to start until 05.35 because of track defect discovered overnight at Willesden Green. This also affected the Metropolitan Line south of Harrow until 05.35. The Jubilee Line resumed to Stanmore at 08.30, but was suspended once again between Finchley Road and Waterloo with a train unable to move at Bond Street at 08.50. It was eventually moved to Charing Cross enabling services to resume at 09.35. The combination of both incidents resulted in over half the service being cancelled for the morning peak. Two other lines also had problems from the start of traffic. On the Piccadilly Line, a temporary speed restriction and restricted reversing facilities at Arnos Grove saw several trains cancelled in both peaks, while a loss of signal control at Watford suspended the Metropolitan Line between Moor Park and Watford until 08.20.

Saturday 14 January wasn't much better, summarised as follows:

- Eastbound Jubilee Line trains non-stopped London Bridge 05.40 to 09.40 – defective platform edge door (PED).
- Central Line suspended to and from Ealing Broadway from 05.40 – points failure North Acton Junction. One stalled train authorised to return to West Acton. Further problems suspended the West Ruislip branch from 07.25. Service resumed briefly at 08.50, only to be suspended again from 09.05 with the same problem. The West Ruislip branch resumed at 09.35 but the Ealing service remained suspended until 12.00.
- Earl's Court station closed 07.00 to 10.15 – fire equipment defect.
- SSR services suspended through Moorgate 15.45 to 16.20 – eastbound C Stock train stalled with an air burst.

Overrunning work on points prevented the Metropolitan Line from starting up south of Harrow-on-the-Hill and the Jubilee Line between Wembley Park and Waterloo, both until 08.00 on **Sunday 15 January**. In the meanwhile a signal failure at Rayners Lane suspended the Metropolitan Line's Uxbridge branch and the Piccadilly Line west of South Harrow. One stalled Metropolitan Line train was authorised to return to West Harrow, where it arrived at 08.15. Services on both lines resumed at 08.55. Also in trouble early on were the District and Piccadilly lines, both suspended through Acton Town from 07.10 for an hour because of a multiple signal failure, although some eastbound Piccadilly Line trains were able to work via the eastbound local line from Northfields and thus avoid the failure. There were two further problems for the Piccadilly Line, with a signal failure at Arnos Grove from 08.10, followed by a signal failure at Finsbury Park at 10.50. The latter incident resulted in a suspension between Arnos Grove and King's Cross until 12.00 with a reduced special service implemented and trains working through the area under failure conditions until 13.10. The combination of these incidents resulted in an average of 15 trains being cancelled for the most of the day.

On **Monday 16 January** points failing at Praed Street Junction suspended all SSR services west of Edgware Road from 09.05 but had a severe knock-on effect east of Edgware Road. One train stalled on the eastbound approach was authorised to return to Paddington H&C, where it was detrained by 09.45. While this incident was on-going, points failing at King's Cross at 10.30 resulted in the Circle and Hammersmith & City lines being suspended completely along with the Metropolitan Line to the City. (King's Cross was being used to reverse trains to reduce blocking back because of the Edgware Road failure). The passengers on one stalled westbound train were detrained out through King's Cross disused station, while two other stalled trains were returned to Farringdon and Barbican to detrain. Both problems were resolved to enable services to resume at 11.30.

Tuesday 17 January was thus:

- Bank station closed and Waterloo & City Line suspended 07.10 to 07.55 – fire alarm operation.
- Jubilee Line suspended Canons Park – Stanmore 14.55 to 15.50 – signal failure at Stanmore.
- Westbound District and Circle Line trains non-stopped Victoria 15.45 to 16.30 – flooding.
- Victoria Line suspended south of Victoria 17.40 to 18.55 – person under a southbound train at Stockwell. 12 trains were cancelled for the evening peak.

Wednesday 18 January began with points failing at Baker Street, which suspended the Metropolitan Line south of Wembley Park from 06.10 to 07.00. Just as this incident was drawing to a close, the Wimbledon branch of the District Line was suspended from 07.05 to 07.55 because of a signal failure at Parsons Green. The Barnet branch of the Northern Line was then suspended north of Finchley Central from 08.00 until 09.45 because of points failing at Finchley Central. The northbound starting signal in platform 2 at Baker Street failed from 19.05, suspending services once again south of Wembley Park. Because of the number of A and S Stock trains in the City section, there was a severe knock-on effect to the Circle and Hammersmith lines while 'main line' trains were cleared. This was effectively achieved by shunting them back towards the City from platforms 2 and 6, as nothing could proceed northbound. Services resumed at 20.05.

Apart from the mundane and usual problems, none of which were too service affecting, the only incident of note on **Thursday 19 January** was a Network Rail signal failure between Kensal Green and Willesden Junction, suspending the Bakerloo Line north of Queen's Park from 10.30 to 11.10, although trains then continued under failure conditions until the fault was fixed at 14.30.

On **Friday 20 January**, an intermittent signal failure at Cockfosters culminated with a suspension east of Oakwood from 11.40 to 12.35. Just before 16.00 a points failure at Aldgate suspended the Metropolitan Line east of Baker Street, the Hammersmith & City Line east of King's Cross (whilst stalled trains were dealt with) and the Circle Line in its entirety. The District Line was also suspended through the area from 16.25 while a Hammersmith & City Line train was authorised to return to Aldgate East – after points had been secured. All lines resumed at 17.20. The day ended with a local power failure at Baker Street, which closed the station from 00.25 until the end of traffic. Local signalling was also affected, trapping one C&H train and three Metropolitan Line trains between stations until 00.45.

There was nothing out of the ordinary to report for **Saturday 21 January**, **Sunday 22 January** and, amazingly, **Monday 23 January** too!

Tuesday 24 January began with traction current problems at Kennington which prevented the southbound section between Elephant & Castle to Stockwell from being switched on at the start of traffic. This suspended services south of Charing Cross and Moorgate on the southbound until 06.50, when the Charing Cross – Kennington loop service began. Services to Morden began at 07.40 after an obstruction and some debris was found on the track and removed. SSR services were suspended through Baker Street from 05.55 to 06.35 because of points failing at Baker Street Junction. The District Line was also suspended between High Street Kensington and Edgware Road, to allow some breathing space in the queue of C&H trains at the latter. The Jubilee Line was suspended north of Willesden Green from 10.25 to 11.40 because of points failing at Wembley Park.

A multiple signal failure on the westbound at Bromley-by-Bow from 05.55 on **Wednesday 25 January** suspended services through the area until 06.35, while a defective London Overground train stalled leaving Richmond at 17.05, suspending the Richmond branch until 17.30.

A 5mph temporary speed restriction on the westbound in the area of Ruislip siding from the start of traffic caused some delays to the Piccadilly and Metropolitan lines during the day on **Thursday 26 January**, with five trains on the latter cancelled for the morning peak. The length of the speed restriction was reduced later in the afternoon, which eased the situation somewhat.

On **Friday 27 January** a points failure at Gunnersbury Junction suspended the District Line between Earl's Court, Richmond and Ealing Broadway. The Ealing service was able to resume at 13.15 after a stalled train approaching the junction was authorised to return wrong line to Turnham Green. The District Line service to Richmond resumed at 16.20. An eastbound Hammersmith & City Line train stalled approaching Edgware Road at 15.45, delaying services through the area for 20 minutes. Warren Street station closed from 18.50 because of a fire close to the station at street level. Because gas cylinders were thought to be involved in the fire, the station remained closed until 21.35. Escalator defects closed Swiss Cottage station from 19.00 to 19.50.

There were no incidents as such on **Saturday 28 January**, but the Piccadilly Line had a number of cancellations throughout the day because of problems with the engineering work arrangements at Northfields. From midday onwards on the Central and Metropolitan lines, insufficient Train Operators resulted in a number of cancellations, reaching a maximum of eight on the latter late in the evening. *(This bodes well for the Olympics – more Train Operators will obviously be required to maintain a full service by then. This has shades of the cancellations the Underground endured in the 1970s, when there was a severe lack of guards. The problems were more acute on late shift Saturdays. As yet, the situation hasn't become quite that bad).*

The Piccadilly Line continued with several cancellations throughout **Sunday 29 January** associated with the weekend engineering work at Northfields. At 22.05 a westbound Circle Line train stalled at Praed Street Junction, suspending C&H services west of Edgware Road and the District Line east of High Street Kensington until 22.35. The Bakerloo Line was suspended north of Queen's Park from 23.10 to 23.45 because of a stalled Bakerloo Line train entering Stonebridge Park depot.

St. John's Wood station was closed from 09.15 to 12.55 because of escalator defects on **Monday 30 January**, while an unattended vehicle close to Monument station resulted in the Bank/Monument station complex closing from 22.00 to 22.25.

The only problem of note on **Tuesday 31 January** was the closure of White City station from 10.10 because of a major fire at the former Unigate Dairy opposite the Television Centre and very close to the Underground station. The discovery of gas cylinders kept the station closed until 19.30. Trains scheduled to reverse at White City did so, but were detrained at Shepherd's Bush.
