

UNDERGROUND DIARY

MARCH 2012

On **Thursday 1 March**, two signals failing on the eastbound at Wood Green from 15.55 suspended the Piccadilly Line east of King's Cross. The last of three stalled trains reached platforms by 16.35 with services resuming at 16.45. A cable theft in the Fairlop area suspended the Central Line from 23.35 effectively until the end of traffic. The passengers on two stalled trains were detrained via the track back to Barkingside station, this being complete by 01.00. Once cable repairs had been made, the stalled trains reached Hainault depot just after 04.00.

A signal failure at Stanmore suspended the Jubilee Line north of Wembley Park from 09.40 on **Friday 2 March**. Three trains were stalled, the last being clear of passengers by 10.20, from when services resumed. A person under a westbound Piccadilly Line train at Northfields on the 'local' line suspended the Heathrow branch of the Piccadilly Line from 10.40. The problem was exacerbated by the signalled routes on the 'fast' not responding, hence the suspension to Heathrow rather than being able to 'run round' the problem. This, in turn, delayed the District Line's Ealing service because of the traffic jam of trains in the Acton Town area. Services resumed at 11.35. Circle and H&C services were suspended between Hammersmith and Edgware Road from 16.45 to 17.15 because of a person ill on an eastbound train at Goldhawk Road.

Saturday 3 March was as follows:

- Bakerloo Line suspended south of Lambeth North 12.15 to 12.55 – track fire reported at Elephant & Castle.
- Waterloo & City Line suspended 08.50 to 09.20 and 09.50 to 11.50 – signalling computer failure.
- District and inner rail Circle Line suspended Embankment – Whitechapel 15.45 to 16.15 and again 18.15 to 18.50 – multiple signal failure eastbound at Mansion House caused by a cable defect. The District Line's Edgware Road service was also suspended from 19.00 to 22.00 because of a signal failure at Earl's Court.

On **Sunday 4 March** a person under an eastbound train at Southgate suspended the Piccadilly Line east of Arnos Grove from 09.25 until 10.15. However, Southgate station remained closed for a further hour. A northbound Northern Line train unable to move off from Euston at 22.25 suspended the northbound City branch until 23.00.

An unattended item on an eastbound Central Line train at Bank suspended the service between Holborn and Liverpool Street from 14.35 on **Monday 5 March**. The station also closed which suspended the Waterloo & City Line also. Services resumed and the station reopened at 15.15.

On **Tuesday 6 March** the northbound City branch of the Northern Line was suspended from 17.45 to 18.10 because of a person ill on a train at Euston. The day ended at 23.50 with two incidents, firstly yet another cable theft at the east end of the Central Line, bringing the service to a stand until the end of traffic between Newbury Park and Hainault. Then a premature discharge of current on the northbound Victoria Line delayed the last northbound train at Green Park for 45 minutes from 00.50 while safety procedures were implemented before it could be recharged.

A severed cable and resulting multiple signal failure at Green Park resulted in a late start to the Victoria Line between Highbury and Brixton on **Wednesday 7 March**, with first trains running south from Highbury from 06.10 and north from Brixton from 06.40. A signal failure on the southbound at Totteridge from 14.55 eventually resulted in a suspension of the High Barnet branch from 18.50 to 19.20.

On **Thursday 8 March** Hyde Park Corner station remained closed until 11.10 because of escalator defects. The Jubilee Line was suspended north of Willesden Green from 08.35 with a signal failure at Neasden. Services resumed at 10.10 but continued well under par because of train crewing issues (late running, trains and crews in the wrong place, etc.). Recovery was then hampered with a defective northbound train at Wembley Park at 14.10, generating another 20-minute delay. In the meantime Wanstead station closed from 08.55 to 09.35 with a smell of smoke on the station. An intermittent signal failure on the northbound approach to Seven Sisters culminated in a suspension north of Highbury from 11.25 to 12.15 with a further 15-minute delay from 13.00. The Piccadilly Line service was suspended west of South Harrow from 15.45 to 16.25 following a bridge strike just west of the station. A local power failure closed West Kensington station from 18.00 to 19.25. The day

ended with an unattended item at Hammersmith D&P station, suspending both lines through the area from 23.45 until 00.30. The large number of trains and associated blocking back also resulted in the outer rail Circle Line being suspended between Embankment and Edgware Road.

The only event worth noting on **Friday 9 March** was a defective eastbound Jubilee Line train at Canning Town at 08.40, suspending services east of North Greenwich until 09.30.

On **Saturday 10 March** the Piccadilly Line was suspended Arnos Grove – King's Cross from 16.30 to 17.55 because of a person under a westbound train at Wood Green. The inevitable shuttle service on the Rayners Lane branch was implemented to give more trains in the central area and Heathrow branch, but the Rayners Lane branch itself was suspended from 19.15 to 20.15 because of a SPAD at Rayners Lane. This also included the Metropolitan's Uxbridge branch, but the rest of the Metropolitan Line was also suffering from a defective northbound train at Finchley Road from 19.35 to 19.55.

The Piccadilly Line service to the Heathrow terminals was suspended west of Hounslow Central from the start of traffic until 06.45 on **Sunday 11 March** because of a loss of signalling control at Hatton Cross. A person under an eastbound Piccadilly Line train at Finsbury Park at 08.05 suspended the service between King's Cross and Arnos Grove for an hour.

On **Monday 12 March** an S Stock train arriving at Chesham at 07.50 overran the stopping mark and DM 21034 hit with the fixed red lights with the service suspended in consequence. Once the incident train departed Chesham and the fixed red lights repaired, services resumed at 10.10. For the third day running the Piccadilly Line service was disrupted by a person under a train, this time on the eastbound at Hammersmith at 11.30 with services being suspended between Acton Town and Hyde Park Corner until 13.10.

Two defective trains – one each on the northbound at Victoria and Euston – disrupted the Victoria Line's evening peak on **Tuesday 13 March**. Otherwise, nothing else of significance is reported.

On **Wednesday 14 March** the Northern Line was suspended between Morden and Camden Town via Bank from 08.05 to 08.30 because of a person under a northbound train at Oval. There was no other serious delay noted.

The Hainault – Woodford section of the Central Line was suspended from the start of traffic on **Thursday 15 March** because of a cable theft at Grange Hill. The inner rail service (from Hainault to Woodford) began at 07.45 with the intention of the outer rail service resuming shortly after. However, the first train through on the outer rail stalled approaching Grange Hill, where a second section of missing cable was discovered. Once repairs had been completed, the outer rail service began at 12.35. A signal failure just before 18.00 at Heathrow T5 suspended the Piccadilly Line between there and T123 until 20.20.

The only incident of note on **Friday 16 March** was a signal at Baker Street from 14.45, which suspended the Metropolitan Line south of Harrow-on-the-Hill. One stalled southbound train at Marlborough Road disused station was authorised to return to Swiss Cottage disused station and thence over the crossover (via a colour light signalled move) to the northbound line, which was then followed by a southbound stalled at Lords disused station, where the procedure was repeated. Services resumed at 16.10 with 11 trains cancelled for the evening peak.

Escalator defects closed Angel station from 16.55 until 20.50 on **Saturday 17 March**, while a passenger ill on a northbound train at South Kenton suspended the Bakerloo Line north of Stonebridge Park from 18.10 until 18.50.

There was nothing to report for **Sunday 18 March**.

Another cable theft on the Central Line, between Snaresbrook and Leytonstone, resulted in a number of cancellations through the main part of the day on **Monday 19 March**, reaching eight during the early afternoon. Quite simply the midday Northolt – Loughton service was cancelled to provide some breathing space in the timetable for recovery.

Tuesday 20 March was as follows:

- Central Line suspended Holborn – White City from 13.30 (Marble Arch – White City from 14.00) to 14.55 – person under a westbound train at Lancaster Gate. The station remained closed until 15.35.

- Bakerloo Line suspended north of Queen's Park 15.55 to 16.35 – defective northbound train at Harlesden.
- Metropolitan Line suspended south of Harrow-on-the-Hill from 17.00 – signal failure at Wembley Park. Resumed to Baker Street at 17.55 and to Aldgate at 18.45. Three sets of points had to be secured which led to delays in stabling both Metropolitan and Jubilee Line trains in Neasden depot towards the end of traffic.
- South side of Circle Line suspended (Aldgate – Edgware Road) 18.15 to 20.30 – signal failure at Aldgate.

The Victoria Line was brought to a stand shortly before 08.00 on **Wednesday 21 March** with a southbound train that stalled between Seven Sisters and Finsbury Park. Four trains were stalled, the last of which had two people that required medical assistance on arrival at Seven Sisters. The incident train meanwhile worked empty to Highbury to reverse back to depot. Services resumed at 08.35. A repeat signal failure at Aldgate from 14.30 resulted in a suspension of the south side of the Circle Line (Aldgate – Edgware Road) from 16.35 through to the end of traffic. Just before 17.00 the southbound Charing Cross branch of the Northern Line was suspended until 17.25 because of a person under a train at Leicester Square.

On **Thursday 22 March** points failing at North Greenwich disrupted the Jubilee Line from the start of traffic. Trains generally worked through the area under failure conditions but were suspended east of North Greenwich from 06.30 to 07.25 and again for a short time just after midday. A total of 19 trains were cancelled for the morning peak. Points failing at Gunnersbury Junction suspended the Richmond branch of the District Line from 11.00. One stalled train was authorised to return to Turnham Green for which the Ealing service had to be suspended from 11.25 to 11.45 while points had to be secured and the wrong direction move completed. Services resumed at 12.45.

All was uneventful on **Friday 23 March** until 14.50, when a points failure at Watford suspended the service between there and Moor Park until 15.35. One stalled train was authorised to return to Croxley, where it arrived at 15.20. Points failing at Waterloo suspended the Jubilee Line between Green Park and Canary Wharf from 18.35. Points also failing at London Bridge prevented services from reversing there! One eastbound train was stalled between Westminster and Waterloo and its passengers were detrained back to Westminster, which began at 19.45 and was complete by 20.20. In gathering staff to assist in the detrainment, St. James's Park station was closed from 19.50 until 20.45. In the meanwhile a westbound train was unable to move off from Westminster, adding to the problems. Services resumed throughout at 21.15. *This Friday evening was supposed to a test of the timetable for the Olympics (see page 242), but this shut-down put paid to that!*

There was nothing out of the ordinary to note for **Saturday 24 March** that hasn't been seen before.

Two signals failing at East Putney from the start of traffic on **Sunday 25 March** initially caused delays for the District Line's Wimbledon branch, but culminated in a suspension west of Putney Bridge from 09.30 to 10.15. A person reported on the track between Whitechapel and Stepney Green suspended the District and Hammersmith & City lines through the area during the early afternoon. Although only a 20-minute delay, the latter line managed to clock up 7 cancelled trains.

Monday 26 March began with a Network Rail track defect at Headstone Lane which, because of current arrangements, suspended the Bakerloo Line north of Stonebridge Park from 10.15 until 12.25. Two signals failing again at East Putney at 12.35 suspended the District Line between Earl's Court (Putney Bridge from 13.00) and Wimbledon until 14.05. A person ill on a northbound train at Highgate suspended the Northern Line north of Archway from 18.15 to 18.40. The day ended (in the early hours of the following day) with a person under a westbound train at Caledonian Road at 00.15. This was the penultimate westbound train, with the last train being held at Holloway Road until clear at 00.50.

The only notable incident on **Tuesday 27 March** occurred approaching the end of traffic, when an eastbound Jubilee Line train stalled at West Ham at 23.35, suspending services east of North Greenwich. Two eastbound trains were stalled, one approaching West Ham, which was authorised forward and passengers detrained by midnight, the other approaching North Greenwich, which reached the platform also at midnight after the train in front in the platform had been detrained and moved off empty. Services resumed at 00.30 after the offending train had reached Stratford Market depot.

The Northern Line began **Wednesday 28 March** with two signals north of Morden on the northbound from the start of traffic. This resulted in a suspension between Morden and Tooting Broadway from 06.25 to 07.00 while repairs were effected. A person under an eastbound District Line train at East Ham at 11.25 suspended services through the area until 12.15. A signal failure affecting the bay platform at Barking necessitated Hammersmith & City trains reversing via Barking sidings from 14.15, with some being turned short at Moorgate (Plaistow bay platform was unavailable because of defective points).

A track fire on the westbound at Caledonian Road at 06.30 suspended the Piccadilly Line between Cockfosters and King's Cross until 07.05 on **Thursday 29 March**. Service recovery was problematical with a number of trains cancelled right through until after the evening peak. A multiple signal track circuit failure on the westbound at Barking from 08.25 resulted in an initial 20-minute stand while trains passed through under failure conditions. Whilst this failure was on-going a track circuit failure at Bromley-by-Bow from 08.50 (whose area is also controlled by Barking Cabin) suspended services through the area. Both sites were clear at 10.10 but recovery was also a prolonged affair – the Hammersmith & City Line remained suspended east of Moorgate until 11.30, and train crewing issues at Edgware Road led to a suspension of the outer rail Circle Line for a period of time around lunch time.

On **Friday 30 March**, the east end of the District Line was disrupted again, this time with a multiple signal failure at Upminster from 16.05 which suspended services east of Dagenham East. One train stalled on the approach to Upminster was authorised to return to Upminster Bridge, where it arrived at 16.40. A cable fault was diagnosed and after repairs services resumed at 18.05. SSR services through Liverpool Street were suspended from 18.55 to 19.30 following a SPAD on the eastbound approach. A person found injured on the northbound platform at Northwood suspended the Metropolitan Line's northbound local service from 21.50, with Watford trains running via the northbound 'main' and Rickmansworth and Amersham/Chesham trains similarly diverted. One stalled northbound train was authorised to return to Northwood Hills, where it arrived at 22.15. Services resumed at 22.45.

The only notable event on **Saturday 31 March** occurred at the start of traffic, when a cable theft in the Canons Park area and consequent inability to charge traction current, suspended the Jubilee Line north of Wembley Park until 07.55.