

UNDERGROUND DIARY

DECEMBER 2018

An intermittent signal failure on the eastbound at Chancery Lane from 09.50 on **Saturday 1 December** delayed Central Line services, with trains passing through the area under failure conditions. Late running soon increased with periods of track access to try and fix the problem. The failure became continuous from 15.40 and services were suspended through the area from 16.10 to 16.30 while a final fix was made, by which time 11 trains had been cancelled.

In Night Tube hours early on **Sunday 2 December**, Heathrow T5 station closed at 03.30 because of a fire alert, services reversing west to east at T2,3 instead until clear at 04.00. A fire alarm activated closed Baker Street station from 07.25 until 08.05, with all lines non-stopping. A person under an eastbound train at Holland Park at 14.10 suspended the Central Line between White City and Marble Arch until 15.25. Points failing at Gloucester Road Junction from 19.25 suspended the District Line between Earl's Court and Whitechapel and the inner rail Circle Line. The incident train arrived at Gloucester Road at 20.10 from when the failure cleared. However, the failure occurred again at 20.45 and with no fix on the horizon the District Line resumed at 21.50 but the inner rail Circle remained suspended until the end of traffic.

Monday 3 December may be summarised thus:

- Metropolitan Line suspended north of Rickmansworth from 06.45 – points failure at Chalfont & Latimer. Services to Amersham resumed at 07.25 and to Chesham an hour later. Two trains were stalled between stations, an Up Chiltern until 07.10 and a northbound Metropolitan Line train throughout.
- Points failing at Woodford from 08.45 prevented trains from Hainault reversing via the loop siding. Through services continued under failure conditions but trains via the loop were suspended between Woodford and Hainault until 09.45.
- Waterloo & City Line suspended 15.10 to 15.55 – points failure at Bank. Two eastbound trains were stalled between Waterloo and Bank and were authorised to return to Waterloo in turn.

Elephant & Castle station remained closed from the start of traffic on **Tuesday 4 December** because of a fire alert close to the station, opening for business at 06.10. Northern Line trains non-stopped and Bakerloo Line trains ran empty from and to Lambeth North. Points failing at Uxbridge from 06.05 suspended the Metropolitan Line west of Ruislip and the Piccadilly Line west of Rayners Lane. The Metropolitan Line resumed at 06.45 and the Piccadilly Line at 08.00. A person under a westbound Central Line train at Mile End suspended the Central Line between Leytonstone and Liverpool Street from 10.15 to 11.20, with Mile End station reopening at 11.35. One train was stalled approaching Mile End throughout and 26 trains were cancelled in consequence. Approaching the end of traffic, a report of smoke in the tunnel at Swiss Cottage caused a 25-minute delay from 00.10. It was subsequently reported that the problem was excessive dust and smoke infiltrating from the Metropolitan Line engineering work at Swiss Cottage disused station.

On **Wednesday 5 December**, a southbound Victoria Line train lost ATO on the approach to Finsbury Park at 18.45, suspending the service north of King's Cross. Once in the platform, only restricted manual mode could be obtained and the train departed empty, initially to Highbury & Islington where it was intended to reverse it back to depot. However, points failing at Highbury meant the train had to continue to Euston, where ATO was restored. The train arrived at Victoria at 19.40 and was put into the sidings, enabling services to resume.

Thursday 6 December offered something of a mixed bag! A westbound District Line train had accepted a wrong signal west of Acton Town at 10.55 and subsequently made its way to Northfields. However, when passing through Northfields to reverse in the depot, the train dislodged an amount of pigeon netting, which blocked both the local and fast lines, this suspending the Heathrow branch from 11.10 until 11.45. A loss of traction current between King's Cross and Farringdon brought all three SSR services to a stand from 20.40 until 21.00. Service recovery was hampered by a points failure at Aldgate at 22.25, adding a further 15-minute delay to proceedings. The District Line, hitherto unaffected by the previous problems, was then suspended through Aldgate East from 23.10, along with the Hammersmith & City Line, because of a person having gone walkabout on the track. Once the person was apprehended, services resumed at 23.45. In the meanwhile, Baker Street

station closed from 21.25 until 22.05 because of smoke reported on platform 5. Borough station then closed at midnight because of lift defects, remaining so until the end of traffic.

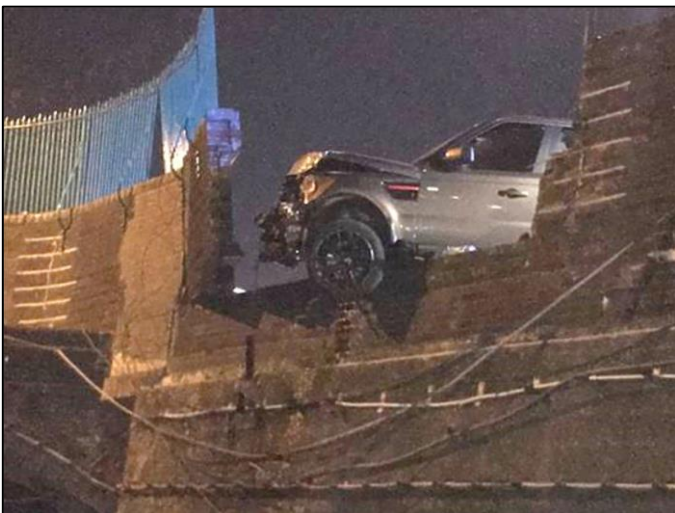
At 07.00 on **Friday 7 December**, a points failure at Baker Street Junction brought all three SSR services to a stand until 07.20 and again from 07.35 to 07.45. Water ingress at Baker Street set off multiple fire alarms with the station closing from 10.15 until 11.25 (Metropolitan Line platforms 1-4) with the rest of the station reopening at 12.15. Points failing at Chalfont & Latimer at 20.25 suspended the Metropolitan Line north of Rickmansworth. One southbound train stalled south of Amersham was authorised to return there, arriving at 20.50. Services resumed at Amersham at 20.55 but remained suspended to Chesham until the end of traffic.

Saturday 8 December was uneventful until the evening, when a signal system failure at Golders Green suspended the Northern Line north of Hampstead from 20.30 to 21.50. The Piccadilly Line, notorious for its late running potential because of heavy traffic, caused an eastbound Train Operator to be over driving hours and at 21.15 at Finsbury Park the train was detrained and worked empty to Wood Green siding. The delay continued until 21.55 while current was discharged in the Wood Green area so that the Train Operator could exit the siding. Earlier in the day, Covent Garden station went into exit-only mode from 13.30 to 16.10 (Christmas shopping traffic), followed by Hyde Park Corner (Winter Wonderland) from 14.00 and Holloway Road closed completely (for forward and return football traffic). This, coupled with trains cancelled because of a shortage of Train Operators, defective trains and passenger action, caused 'severe delays' until Night Tube kicked in, from when normality was restored.

In Night Tube hours on **Sunday 9 December**, fire alarms activated at Green Park necessitated the station closing from 04.00 to 04.20. At 06.00 on the District Line, a track circuit failure at East Ham after the first westbound train suspended services through the area until 06.45. A signalling problem at Green Park Junction from 11.20 initially caused no significant delays but when it occurred again at 12.05, caused a 20-minute delay to west/northbound trains. A points failure at Hounslow Central also caused a 20-minute stand on the Heathrow branch from 14.05.

On **Monday 10 December**, a defective train stabled in Willesden Green Siding meant that there could be no Willesden Green reversers throughout the day. This meant a reduced service with cancellations varying between five and nine throughout much of the day. A lift stalled in the shaft at Canning Town from 08.20, trapping those within until 09.40. A southbound Bakerloo Line train encountered a SPAD at Harlesden at 09.20, causing a 20-minute delay while the appropriate (Network Rail) procedures were implemented.

Tuesday 11 December was uneventful on the public parts of the network, but at 19.55, a road traffic accident just above the tunnel mouth of London Road Depot sent debris onto the track below because of a car hitting the wall. Fortunately, no Underground staff were injured. Apart from the four-car 1967 Tube Stock train stabled at the far end of the depot, there were no other trains present and thus 11 trains had to be outstabled variously at Stonebridge Park, Queen's Park, Kilburn Park, Lambeth North and Elephant & Castle.



Above: The errant vehicle that crashed into the wall and railings above London Road Depot



Above: In happier days, a train of 1938 Tube Stock arrives in London Road Depot to stable after the

tunnel mouths, sending debris onto the track and building below.

Photo: LURS Collection



morning peak in the early-1980s. The accident point is above the train's 'wing' ventilator.

Photo: Brian Hardy



Left: Debris on the track right by the tunnel mouths. The tunnel on the left is for trains to and from the main Bakerloo Line, while (part of) the tunnel on the right is the rarely used shunting neck. This was used regularly in Gate Stock and Pre-1938 Stock days because those trains were 'car' rather than 'unit' stock.

Above: The dislodged railings on the track. Some debris also landed on the shunter's cabin (out of the picture).

Photos: LURS Collection

The early morning and late evening service on the Bakerloo Line continued under par on **Wednesday 12 December** because London Road Depot continued to be unavailable (q.v.). A person under a southbound Northern Line train at Chalk Farm suspended the Northern Line between Golders Green and Camden Town from 10.25 until 11.40. Smoke from under a southbound Northern Line train at Clapham South at 15.35 suspended the service south of Stockwell until 16.10. A signal failure approaching Rayners Lane Junction suspended the Piccadilly Line west of South Harrow from 20.00 to 20.30. One train was stalled approaching the junction throughout.

Thursday 13 December began with a reduced service on the Bakerloo Line from the start of traffic because of the continuing non-availability of London Road Depot – a normal service was achieved by 08.30 once all the outstabled trains had been made serviceable. The depot was returned to use at 17.15. A defective westbound Metropolitan Line train at Euston Square at 17.50 caused a 20-minute delay 'through the road', with five trains stalled between stations for the duration. Chiswick Park station closed and trains non-stopped from 17.05 to 18.00 because of a passenger altercation in the ticket hall. A local power failure at Upminster meant that District Line trains ran empty between Upminster Bridge and Upminster from 19.40 to 20.35.

On **Friday 14 December**, Heathrow Terminal station remained closed from the start of traffic because of defective fire safety equipment, suspending the service west of Heathrow T2&3 until 07.35. A person ill on an eastbound train at North Ealing at 18.40 suspended the Uxbridge branch of the Piccadilly Line until 19.20. A track fire on the northbound at Baker Street at 21.20 suspended the Bakerloo Line between Elephant & Castle and Queen's Park until 22.00. Two trains were stalled between stations throughout.

Saturday 15 December began with a signal failure at Tower Hill from 06.45 suspending through the area until 07.20. Two trains were stalled between stations throughout. A repeat failure occurred at 17.25, suspending services once again until 18.00 with two trains similarly stalled between stations for the duration. Service recovery on all SSR lines was hampered by the failure at Moorgate (q.v.)

– the H&C and District line never did recover, the former having nine trains cancelled. Overcrowding caused Covent Garden station to go into exit-only mode from 12.00 but defective lifts required its complete closure from 12.55 until 13.25. Green Park station also went into exit-only mode from 14.00 to 17.15 for crowd prevention measures. A SPAD by an eastbound train at Northfields at 18.45 brought the Piccadilly Line to a stand until 19.25 while the incident train was set back behind the signal. Eight trains were cancelled in consequence. SSR services were suspended through Moorgate from 20.05 because of a signal failure on the eastbound. The Circle and Hammersmith & City lines resumed at 21.05 with the Metropolitan Line into the City at 21.45. Service recovery on the Metropolitan Line was hampered by a signal failure at Watford South Junction at 22.15, suspending services between Harrow and Watford, with Amersham and Chesham trains diverted via the main lines. Two trains were stalled between stations, one until 22.45, the other until 22.55, with services resuming at 23.05. Kennington station closed from 21.40 to 22.05 because of a fire alarm activation.

Sunday 16 December saw repeat signal failures at both Moorgate and at Tower Hill. In the case of the former, this was different to the previous day and began at 09.05. C&H trains continued through under failure conditions while some Metropolitan Line trains reversed in the bay platforms at Moorgate. The failure was cleared at 11.45. The failure at Tower Hill was a repeat of the previous day, with services suspended from 17.10 until 18.20. Two trains were stalled between stations, both for 30 minutes. Other problems during the day included:

- Reduced Jubilee Line service from mid-evening because of the short-notice engineering work at Wembley Park. The service deteriorated into severe delays mode from 22.00 because of crewing issues at Wembley Park and Stanmore.
- Central Line suspended Woodford – Loughton and Woodford – Hainault from 20.55 until 22.05 because of a track circuit failure at Woodford Junction.

Lancaster Gate station remained closed until 06.35 on **Monday 17 December** because of insufficient staff. An engineer's train became front-tripped on the eastbound starting signal at Hammersmith (District Line) at 11.05, suspending the District Line between Ealing/Richmond and Earl's Court until 11.35. Two trains were stalled between stations for the duration. Temple station closed from 23.10 to 23.30 because of insufficient staff.

Tuesday 18 December began with a multiple track circuit failure on the SSR lines, preventing services from starting up through the area until 06.00. An intermittent signal failure west of Chiswick Park on the westbound Piccadilly Line from 21.00 caused delays to the service until fixed at 22.30 but with nine trains cancelled in consequence.

Russell Square station closed from 18.25 to 18.50 on **Wednesday 19 December** because of staff shortage. The Metropolitan Line was suspended north of Rickmansworth from 19.15 because of a signal failure at Amersham – trains stalled between stations between Chorleywood and Chalfont & Latimer prevented a service to Chesham. Services resumed at 20.05.

A loss of signalling control at Ruislip Gardens at 12.25 on **Thursday 20 December** because of a local power failure suspended the Central Line west of Northolt until 13.30. The lift at Bermondsey stalled in the shaft at 16.20, trapping those within until 17.10.

Friday 21 December began with the eastbound platform remaining closed at Victoria because of flooding until 07.35, with eastbound District and Circle Line trains non-stopping in consequence. Dislodged and redundant tunnel telephone wires became adrift at the end of the morning peak at Swiss Cottage disused station, with services held for a short while for them to be secured.

On **Saturday 22 December**, Network Rail points failing at Richmond from 11.55 suspended the District Line's Richmond branch from Turnham Green. A limited service resumed at Gunnersbury at 13.05 and through to Richmond at 14.35. Two signals failing on the westbound at Ruislip Manor caused the Piccadilly Line to be suspended west of Rayners Lane from 15.25 – the Metropolitan Line continued under failure conditions. Once fixed the Piccadilly Line resumed to Uxbridge at 18.15. The Central Line service was under par during the afternoon and evening, initially because of a lack of Train Operators and then compounded by a signal failure at Queensway from 16.00, the cancelled trains peaking at nine. A southbound Jubilee Line train became defective with no movement in the southbound platform at Wembley Park at 21.40, suspending the service north of Willesden Green. One train was eventually authorised forward to the edge of the platform by 22.30, where its

passengers were detrained through the leading car. Services resumed at 22.55 after the offending train had been moved to Neasden Depot.

Apart from a 20-minute westbound delay at Becontree at 20.20 because of a defective train and a 25-minute stand because of a signal failure affecting the Hammersmith & City and Circle lines at Hammersmith from 22.50, there was nothing else untoward to note for **Sunday 23 December**.

The only incidents to mar an otherwise uneventful **Monday 24 December** were (1) a lift stalled with passengers within in the shaft at London Bridge for 40 minutes from 09.15 and (2) a person under a westbound train at Hounslow Central at 21.10 on. Services were suspended on the Heathrow branch until 22.20. The absence of a night duty signal operator at Edgware Road resulted in the Circle and Hammersmith & City Line services ending early from 23.00 and thus suspended until the end of traffic, with the District Line suspended east of High Street Kensington, also until the end of traffic. *(As an aside, owing to the main line between Slough and Paddington being closed for major track renewal at Southall, replacement bus services ran from Slough to Hillingdon (nonstop) and to Ealing Broadway, calling at West Drayton, Hayes and Southall).*

Tuesday 25 December was the 39th consecutive year with no service on the Underground.

Boxing Day **Wednesday 26 December** saw no serious operational problems network-wide. However, three stations remained closed at the start of traffic – Stamford Brook and Becontree were open by 07.50 and East Putney by 08.30.

Queensway station remained closed until 07.50 on **Thursday 27 December** because of insufficient staff. A security alert close to Tower Hill station necessitated the station's closure from 09.15. It reopened for exit only at 09.45 and fully reopened at 10.10. A person under a southbound train at Mornington Crescent at 18.55 suspended the southbound Northern Line between Camden Town and Kennington via Charing Cross until 19.25. At 19.30 a westbound District Line train ran over a discarded shopping trolley between Hammersmith and Ravenscourt Park which suspended the District Line between Earl's Court and Ealing/Richmond. Although there was a brief period of service resumption from 20.40, the service was suspended again from 21.00 while repairs were made to signal cables, resuming at 21.40.

On **Friday 28 December**, a signal failure at Edgware Road from 13.55 meant that westbound Hammersmith trains had to use platform 3 and in consequence District Line trains to Edgware Road were curtailed at High Street Kensington from 14.25 until 15.20.

The only incident of note was the closure of Canada Water Jubilee Line platforms in Night Tube hours early on **Saturday 29 December** from 02.50 to 03.25 because of defective platform edge doors (PEDs).

“The Diary” will be continued in the next issue ...