

UNDERGROUND DIARY

AN EXPLANATION

Just to elaborate on the terms used in the diary, the number of trains noted as cancelled means the number of trains that should be in service but are not. During an incident, trains may be taken out of service to depots or sidings to ease the flow of trains through the problem area. However, it should be noted that the number of trains in no way relates to the number of individual 'trips' lost, which may be much greater in number. For example:

CENTRAL LINE

Train 144, which starts from Hainault Depot at 16.00, operates Grange Hill 16.05 to White City (17.02), then White City (17.13) to Hainaut (18.08) via Newbury Park, and then Hainaut (18.15) via Newbury Park to Ruislip Gardens (19.33) and thence to Ruislip Depot. With this one train cancelled throughout, this equates to three trips.

WATERLOO & CITY LINE

Should a train be cancelled throughout for a defect (or similar) say, train 204, from 06.39 Waterloo Depot until stabling at 09.41 Waterloo Depot, this one train will equate to 26 individual trips.

Of course, according to the incident or event taking place, a train may re-enter service after the loss of one or two trips, providing the incident is over, and providing there is a crew for it.

'STALLED' OR 'STUCK'?

We are often asked what the term 'stalled between stations' refers to during an incident. Quite simply it is a posh way of saying a train is 'stuck' between stations because of a problem ahead.

FEBRUARY 2017

Wednesday 1 February began with a signal failure on the northbound Metropolitan Line at Marlborough Road disused station. Although there was no service suspension as such, the situation did cause much blocking back (also on the Circle and Hammersmith services) and in consequence, eight trains were cancelled for the morning peak with King's Cross station closing for 20 minutes from 09.05 because of overcrowding caused by the slow passage of trains. A Network Rail signal failure on the northbound at Kensal Green from 14.50 resulted in a reduced service on the Bakerloo Line north of Queen's Park, culminating in a suspension from 16.15 to 16.50 while repairs were effected.

Thursday 2 February may be summarised thus:

- 15-minute delay to the southbound Victoria Line from 08.35 – person ill on a southbound train at Seven Sisters.
- Jubilee Line suspended east of Canary Wharf 10.10 to 10.30 – defective eastbound train approaching North Greenwich.
- District Line suspended east of High Street Kensington 13.15 to 14.25 – signal failure at Edgware Road.
- Bakerloo Line suspended on LU territory (south of Queen's Park) 13.30 to 14.30 – track fire northbound between Edgware Road and Paddington.
- 20-minute delay on the northbound Northern Line from 21.35 – points failure at Camden Town. For the rest of the evening until the end of traffic, a segregated northbound service operated – Barnet branch via the City and Edgware branch via Charing Cross.
- Tottenham Court Road station closed 23.10 to 23.35 – defect on fire detection system.
- Piccadilly Line suspended west of Hatton Cross 00.35 to 01.00 – person under an eastbound train at Heathrow T1,2,3.

On **Friday 3 February**, traction current feeding problems between Seven Sisters and Forest Road substations suspended the Victoria Line between Seven Sisters and Walthamstow Central from 12.40 until 13.00. Eastbound Jubilee Line trains non-stopped Canary Wharf from 22.20 to 23.15 because vandals smashed a glass screen along the platform edge. *(With the RMT strike planned for 6-9 February cancelled and the overtime ban lifted, it is expected that station closures for insufficient staff will drastically reduce – Ed.)*. For the record, stations closed because of insufficient staff were Tottenham Hale, Embankment and Holland Park – start until 05.40, 05.50 and 07.15 respectively, and Holland Park – 20.20 to 22.55.

During the hours of Night Tube, Mornington Crescent station closed from 04.30 to 05.40 on **Saturday 4 February** because of smoke emitting from the lift machine room. A signal failure on the eastbound east of King's Cross delayed Circle and Hammersmith & City Line services from 10.50 (the Metropolitan Line was already suspended for weekend engineering work). With no quick fix to hand, services were reduced with eight trains being cancelled. In the end a cable fault was identified and services between King's Cross and Aldgate were suspended from 15.20 to 15.50 and again from 16.10 to 17.05 to enable cable replacement. Earlier in the day at 13.15, the eastbound starting signal failed for District Line trains at Hammersmith, causing delays on both branches at the west end of the line. Services to Richmond and Ealing Broadway were suspended from 14.15 to 14.45 while points were secured which then enabled trains to proceed under failure conditions. The problem was traced to a section of spare rail causing a short circuit, which was eventually moved and allowing clear signals. Timetabled services never did recover, with various modes of 'delays' being noted through to the end of traffic. Chalk Farm station closed from 19.00 to 19.30 because of a lift becoming stalled in the shaft.

The only problem of note on **Sunday 5 February** was the closure of Caledonian Road station from 09.05 to 10.10 because of lift defects.

The Metropolitan Line had a disturbed morning on **Monday 6 February**, beginning with a signal failure on the southbound at Lords disused station from 06.20, requiring trains to pass through under failure conditions – City trains were terminated at Harrow-on-the-Hill and reversed in Neasden Depot. Although clear signals were obtained by 07.15, there were seven cancellations for the morning peak. At 09.50, a track fire on the northbound at Marlborough Road disused station (the middle one of three between Baker Street and Finchley Road) suspended the Metropolitan Line south of Wembley Park. One northbound train was stalled at the site of the incident for 25 minutes, with others behind detained and moved up. Nonetheless, there was blocking back beyond Baker Street into the City which impacted on the Hammersmith & City and Circle lines' services. Services resumed at 10.35. Just prior to that, trains to Amersham and Chesham were diverted via the north- and southbound 'main' lines north of Harrow from 10.20 until 12.15 because of a points failure at Watford South Junction. The 'local' service between North Harrow and Moor Park thus had a 50% reduction in service from 8 tph to 4 tph for the duration. Points failing just west of Acton Town on the eastbound suspended the District and Piccadilly lines through the area from 14.20 until 15.00. Two trains were stalled on the approach to Acton Town until the failure was fixed. The day ended with a signalling problem on the eastbound approach to Plaistow, causing a 20-minute delay to the District and Hammersmith & City lines from 22.35 – a signal returned to danger on the approach of a train, causing a SPAD, but one which was not the fault of the Train Operator.

Tuesday 7 February may be summarised thus:

- Morden station closed 08.15 to 08.35 – fire alarm activation. Trains detained at South Wimbledon and ran empty to and from Morden.
- Network Rail signal failure Southfields westbound (Down) line from 08.40. District Line service west of Parsons Green reduced in consequence until then suspended from 09.55 until 11.40.
- Jubilee Line suspended Waterloo – Canary Wharf 10.45 to 11.10 – person ill on an eastbound train at London Bridge. The eastbound platform remained closed until 11.30.
- Signal failure northbound at Stockwell from 22.05. Victoria Line trains worked through under failure conditions until fixed at 22.50, with five trains cancelled in consequence until the end of traffic.

On **Wednesday 8 February**, the Piccadilly Line was suspended between Acton Town and Hyde Park Corner from the start of traffic because of a late finish to overnight re-railing work between Barons Court and Earl's Court and subsequent double signal failure. By the time the failure was fixed at 07.00 and services resumed, 19 trains had been cancelled. A points failure at Ruislip Siding suspended the Metropolitan and Piccadilly lines west of Rayners Lane from 09.35 to 10.00. One westbound Metropolitan Line train was stalled at the failure site for the duration. A serious altercation outside Queensbury station necessitated the station's closure from 13.20 with Jubilee Line trains non-stopping until 17.55.

Thursday 9 February was uneventful through to the early afternoon when, at 13.40, a northbound Jubilee Line train was unable to move off from St. John's Wood, suspending the service between Waterloo and Wembley Park. Movement in restricted manual mode was obtained and the train then limped on to Willesden Green Siding, enabling services to resume at 14.25 but with 13 trains cancelled in consequence – this was because of it not being possible to reverse scheduled trains at Willesden Green as the siding was occupied by the offending train. Points failing at Parsons Green suspended

the District Line's Wimbledon branch from 14.30 to 15.00. Two eastbound trains were stalled on the approach to Parsons Green for the duration. Points failing at Uxbridge at 19.30 suspended the Metropolitan Line west of Hillingdon (trains reversed in Uxbridge Sidings) and the Piccadilly Line west of Rayners Lane. One Piccadilly Line train was stalled approaching Uxbridge throughout the failure. The Metropolitan Line resumed at 20.40 but the Piccadilly Line remained suspended until 21.30. (*This was a repeat of a previous failure at 10.35 which did not seriously disrupt services*). The day ended with a Network Rail signal failure at Kensal Green from 21.00, which continued through to the close of traffic. Although there was no suspension as such, a reduced service operated north of Queen's Park in consequence.

Hammersmith & City and Circle Line services were suspended through Euston Square from the start of traffic on **Friday 10 February** because of multiple signal failures on both roads. Once fixed, services were able to begin from 05.30 but at a cost of eight trains cancelled at the lead-up to the morning peak. Circle Line service recovery wasn't helped by a defective eastbound District Line train at Westminster at 08.35 which caused a 15-minute delay 'through the road'. At 17.25 a westbound District Line train of D Stock accepted a wrong signal at Hanger Lane Junction and ended up at North Ealing instead of Ealing Broadway. It was derailed at North Ealing and sent to South Harrow to reverse and return to its home territory. (*With only six D Stock trains remaining – has this one been the last D Stock to reach South Harrow? Of course, detection equipment is in place at Hanger Lane Junction to prevent a wrong signal being offered to a [slightly longer] S Stock train, which are banned from the South Harrow route as they are not compatible with the existing signalling system. Ed.*). A local power failure at 17.45 caused Hounslow East station to close for two short periods in the early evening but longer from 19.55 until 21.05. With the Piccadilly Line's rolling stock problems as good as solved (for the time being – we wait to see what happens next leaf-fall season!), the line is now suffering from a shortage of Train Operators, with seven trains cancelled throughout the late shift.

The Piccadilly Line had a traumatic day on **Saturday 11 February** with a signal failure on the westbound at Northfields from 10.30. The service was suspended west of Northfields to Heathrow with much congestion of trains between Acton Town and Northfields. Once points had been secured in favour of trains running via the westbound local line, services resumed at 11.15, but the intermittent nature of the failure prevented a swift return to timetable. The cause of the problem was a defective block joint and the service was once again suspended from 13.25 to 14.45 to enable it to be replaced. During this time trains for Heathrow T5 were diverted to South Harrow and T4 trains reversed at Northfields. A signal failure eastbound at North Acton caused delays to the Central Line service from 10.35 with 11 'local' trains being cancelled in consequence. The fault was fixed by 11.40 enabling a swift return to timetable. At 13.20 the eastbound District Line was delayed for 25 minutes because of an engineer's train working into the engineering possession at Aldgate. Points failing at Baker Street from 13.25 resulted in only one platform at Baker Street being available to reverse trains. To make matters worse, trains could only be reversed in Neasden Depot from Neasden station because of an engineering possession at the north end of the depot. Trains were also reversed at Swiss Cottage disused station, after first derailling at Finchley Road.

The only 'notable' on **Sunday 12 February** was a report of persons entering the tunnel at King's Cross on the Victoria Line which suspended the service between Highbury & Islington and Warren Street from 20.05 to 20.45. Nobody was found during the ensuing search.

Monday 13 February was another quiet day with only Caledonian Road station closing from 13.00 to 14.35 because of defects with the one operational lift.

Points failing at Triangle Sidings kicked off proceedings on **Tuesday 14 February**, suspending the District Line between Earl's Court and Edgware Road from 05.45 to 06.30, with three trains being stalled between stations for some 25 minutes. (*The failure repeated itself at 00.35, delaying an eastbound train heading for High Street Kensington for 30 minutes. In consequence, Triangle Sidings were taken out of use with trains having to stable overnight at High Street Kensington*). Southgate station closed from 08.45 to 19.15 because of defects on the one operational escalator. The eastbound Central Line was delayed at 18.05 at Bank because of a train with a door defect. Although it should have been a simple deraiment and away empty, passengers refusing to alight resulted in a 15-minute delay through the road. The day ended in the early hours of Wednesday (but in Tuesday's traffic day) with a derailment of a train entering Ealing Common Depot at 00.40 with axle of leading car 21302 'on the floor'. This suspended what was left of the District Line service to Ealing Broadway and the Piccadilly Line to and from Uxbridge. Fortunately, no trains were stalled between stations, all being held in

platforms or moved up empty. To begin with, westbound District Line trains due to stable in Ealing Common Depot were diverted to Northfields to reverse, back to Acton Town and thence to depot via the east end. Once this had been done at 02.30, points at Ealing Common were secured so that eight outstanding eastbound trains (five District Line and three Piccadilly Line) were worked through to Acton Town under failure conditions to stable at their respective locations, which was completed by 04.00. However, two District Line trains had to be outstabled, one in Northfields Depot and one at Ealing Broadway.

On **Wednesday 15 February**, the derailed train in Ealing Common Depot, once re-railed, was worked back into Ealing Common eastbound platform and thence stabled in another part of the depot. In consequence, the service to Ealing Broadway started up some 35 minutes late at 05.15. The District Line then featured again with a defective westbound train at Kew Gardens, suspending the Richmond branch from 14.55 until 15.30. Two defective trains resulted in a reduced three-train service on the Waterloo & City Line during the evening peak, while northbound Victoria Line trains non-stopped Finsbury Park from 17.25 to 17.55 because of a passenger ill on the platform. Finally, a Network Rail points failure at Richmond at 22.40 suspended the Richmond branch service once again. Although not fixed in time for the end of traffic, the last trains were able to run under failure conditions from 00.30.

The southbound City branch of the Northern Line had a 15-minute delay at Old Street at 09.00 on **Thursday 16 February** because of a passenger emergency alarm being operated. The only other problem was the closure of Upminster Bridge station from 20.55 to 22.00 because of passenger action, requiring intervention by the police.

The northbound Northern Line had a 25-minute late start on **Friday 17 February** because of flooding on the track north of Stockwell. The Central Line had a disturbed morning peak in the westbound direction. The first problem was with a train at Stratford which lost Automatic Train Operation at 07.55. Having been detrained, it departed empty. Shortly after that at 08.15, another westbound train lost ATO codes and stalled approaching Liverpool Street, causing another 15-minute delay, this time causing nine trains to be stalled between stations for the duration. A signal failure on the eastbound approach to Edgware Road suspended the District Line east of High Street Kensington from 11.10 to 12.20 because of reduced platform availability. A local power failure necessitated Wood Green station closing from 12.10 to 12.55 and again from 13.45 to 14.05. Just after 15.00, District and Circle Line services were suspended through Victoria until 15.25 because of a person under a westbound District Line train. One westbound train was stalled approaching St. James's Park throughout. Two signals failing on the southbound local line at Preston Road resulted in all southbound Metropolitan Line trains being diverted via the southbound 'fast' from 16.15 until 16.45. Southbound passengers at both Northwick Park and Preston Road therefore had to travel north to Harrow to go southbound.

During Night Tube hours on **Saturday 18 February**, Russell Square station closed from 03.15 until 03.40 because of hooliganism taking place in a lift, which subsequently stalled in the shaft. At 14.40, two signals failing on the eastbound approach to Hyde Park Corner caused an initial 15-minute delay to the Piccadilly Line. Although there was no service suspension as such, progress of subsequent trains through the area was slow until clear signals obtained at 15.40. A passenger ill on a westbound train at Bethnal Green at 17.15 suspended the Central Line between Leytonstone and Liverpool Street until 17.40. However, Bethnal Green station remained closed until 18.25.

The only incident on **Sunday 19 February** was the closure of Mansion House station from 19.00 to 20.00 because of a fire alarm activated caused by smoke from equipment in retail premises.

Monday 20 February was uneventful until 13.30 when two signals failing between Farringdon and King's Cross suspended the inner rail Circle Line, the Hammersmith & City Line east of Edgware Road and the Metropolitan Line into the City. A dislodged cable bracket was removed from the track, enabling the Circle and H&C to resume at 14.00 and the Metropolitan Line at 14.20. Just after 18.00, a person under a southbound train at Blackhorse Road suspended the Victoria Line initially north of King's Cross but from 18.30 north of Seven Sisters. One southbound train was stalled approaching Blackhorse Road but was authorised to return to Walthamstow, arriving at 18.40. Services resumed at 19.25.

Tuesday 21 February was uneventful until the late evening, when a Network Rail signal failure at Willesden Junction from 21.35 set the Bakerloo Line into 'delays' mode, but with a service suspension north of Queen's Park from 22.25 until 23.00. The service never recovered because a further 20-minute delay took place at Willesden Junction at 23.15 with a defective southbound train. The strike by east-end Central Line Train Operators began at 21.00 with five trains cancelled at midnight in consequence.



Left: Although there were no serious delays on the Central Line, a number of minor incidents led to eastbound trains queuing on the approach to Leytonstone for crew reliefs. At one time 'blocking back' stretched back to Stratford and this view at 12.00 shows a train in the platform with the following train hot on its heels.

Photo: Brian Hardy

- District Line suspended east of Dagenham East 13.55 to 16.15 – signal failure at Upminster. One train was stalled at the home signal for 35 minutes, being authorised to return to Upminster Bridge.
- Signal failure King's Cross – Farringdon from 14.20. Initially with 'delays' but outer rail Circle suspended as well as the Metropolitan Line into the City from 15.05 to 16.00.
- The new entrance to Victoria LU station at Bressenden Place was closed from 15.00 after a section of the roof was blown off by the high winds and struck a passing pedestrian, who sustained serious injuries according to press reports. (*The entrance was still closed at the end of the month – Ed.*)
- Northern Line suspended Finchley Central – High Barnet 15.20 to 16.30. Obstruction on track at Totteridge (believed to have been a 'polytunnel' from a nearby allotment).
- Storm damage on the main line out of Euston saw the following LU stations closed for overcrowding: Euston 15.55 to 18.55, King's Cross 17.50 to 18.25, Euston Square 17.55 to 18.25, Warren Street 18.05 to 18.40, Moorgate 18.15 to 18.40 and Liverpool Street 18.40 to 19.15.

The Jubilee Line was suspended north of Wembley Park from just before 07.15 and until 08.20 on **Friday 24 February** because of a person under a southbound train at Queensbury. Points failing at North Acton at 13.20 suspended the Central Line west of White City. One eastbound train was stalled approaching North Acton Junction, which was authorised to return to Hanger Lane, arriving there at 13.45. Services resumed at 13.55 but were delayed for a further 20 minutes from 14.25 for the points to be adjusted. In trouble for a second time was the Jubilee Line at 15.55, when a late-running northbound train being reversed in West Hampstead Siding stopped short and prevented points from returning to normal, thus 'locking up' the area. Services were suspended between Waterloo and Willesden Green until 16.50, with one train stalled approaching West Hampstead authorised to return to Finchley Road, arriving at 16.35. The Central Line was suspended for a second time too, this time between Woodford and Hainault, because of a train stalled off current entering Hainault Depot at 20.00. One train was stalled approaching Hainault until services resumed at 21.05.

Northolt station remained closed until 07.35 on **Saturday 25 February** because of a local power failure. An intermittent signal failure at Waterloo suspended the Waterloo & City Line during the evening, from 21.35 to 21.55, 22.30 to 23.10 and finally from 23.45 until the end of traffic.

Vauxhall LU station closed at 05.40 on **Sunday 26 February** because of an altercation between passengers on the northbound platform. The station reopened at 06.15 for southbound trains but for exit only, with normal opening from 11.25.

Monday 27 February began with the suspension of the Central Line west of White City from the start of traffic until 06.00 because of a late finish to overnight work on points at North Acton. The Piccadilly Line was suspended west of Northfields from 12.25 until 14.00 because of a person under an eastbound train at Hounslow East, resulting in 12 trains being cancelled. The SSR group of lines then had a disturbed afternoon and build-up to the evening peak. It began at 15.00 with a multiple signal failure on the eastbound approach to Barking, suspending the District Line east of Plaistow and the Hammersmith & City Line east of Moorgate. Three trains were stalled between stations for 35-40 minutes. Concurrent with this was a person trackside at Hornchurch which was resolved within 35 minutes. However, the service remained suspended until 16.30 because of the problem at Barking. However, a further failure at 17.20 resulted in trains having to pass through the area under failure

conditions, each train taking some 15 minutes to do so. Clear signals were obtained at 18.05 but by then 14 C&H and 11 District Line trains had been cancelled. One of the inner home signals at Finchley Road remained at danger from 16.00, causing delays to the southbound Metropolitan Line and eight trains cancelled in consequence. In the meantime, the westbound platform at West Kensington closed from 15.55 to 17.05 because of water ingress from a leaking roof. Just before midnight, Victoria LU station closed because of a fire alarm activation, remaining closed until the end of traffic.

On **Tuesday 28 February**, two signals failing on the eastbound Piccadilly Line at Stamford Brook delayed services from 06.30, with some Piccadilly Line trains being diverted via the eastbound District Line – further problems were encountered with the diverted trains when points then failed at Hammersmith. Normal signalling was restored at 07.20 but not before 12 trains had been cancelled.