

# UNDERGROUND DIARY

APRIL 2016



**Friday 1 April** began with a derailment of the leading bogie of a train exiting Waterloo depot from the 'shed' roads (reportedly as a result of a SPAD) shortly before 06.15, which was to form the first eastbound train to Bank, thus suspending the service. The leading and derailed bogie on DM 65503 (*Left*) was re-railed just after 12.00 and once repairs to signalling and track had been made, services started up at 14.20. The southbound City branch of the Northern Line stood still for 25 minutes from 08.40 because of signalling problems at Euston.

On **Saturday 2 April**, Lambeth North station closed from 19.00 to 21.15 because of lift defects. Concurrently, a lift stalled in the shaft on the Northern Line side of Elephant & Castle trapped those within until 19.30. Both parts of the station remained open throughout. A signal failure between Wembley Park and Queensbury suspended the Jubilee Line north of Willesden Green from 19.35. Once the five trains stalled between stations had reached platforms, a service resumed between Willesden Green and Wembley Park at 20.10. Services resumed at 21.55, with a dozen trains cancelled until the end of traffic.

A signal failure on the westbound at Upney suspended the District Line east of Barking from 11.00 to 11.45 on **Sunday 3 April**. At 15.20 a loss of the signal main current between Alperton and North Ealing substations at 15.20 suspended the District Line's Ealing Broadway service and the Piccadilly Line between Acton Town and Uxbridge. A number of trains were stalled between stations, the longest being an eastbound District Line train approaching Hanger Lane Junction, which reached Ealing Common at 16.45. Once a waterlogged junction box had been isolated, the District Line resumed at 17.25 and the Piccadilly Line an hour later, both under failure conditions until clear signals at 20.45.

On **Monday 4 April** staffing issues kept Cannon Street, Covent Garden and Arsenal stations closed until 06.05, 06.10 and 06.45 respectively. Points failing at the exit to Stratford Market depot suspended the Jubilee Line east of West Ham and a reduced service east of North Greenwich from 06.00 to 06.45. A southbound Northern Line train stalled between Brent Cross and Golders Green at 19.10 suspended the service north of Golders Green until 20.05 and then between Camden Town and Edgware. The offending train arrived at Golders Green at 20.20 and was put into depot at 20.35 enabling services to resume.

**Tuesday 5 April** was as follows:

- First westbound train 20 minutes late ex-Cockfosters – defect on points.
- 20-minute delay Westminster eastbound Jubilee Line from 08.45 – defective train.
- Turnpike Lane station closed 15.15 to 15.55 – local power failure.
- Leicester Square station closed 17.00 to 17.35 – fire alarm activated.
- Tower Hill station closed 21.40 to 23.50 – local power failure.
- Northern Line suspended north of Finchley Central 23.00 to 23.45 – points failure at High Barnet. The first of two stalled trains reached High Barnet at 23.25, the same time as the second stalled train arrived back at Totteridge.

Queensway station remained closed until 06.30 on **Wednesday 6 April** because of insufficient staffing levels. Two signals failing in the vicinity of Ruislip Siding at 11.00 suspended the Metropolitan and Piccadilly lines west of Rayners Lane until 11.30 with one train stalled in the area throughout. A points failure at Golders Green at 00.50 delayed a northbound arriving train by 25 minutes, with the last two trains behind held in platforms until clear.

On **Thursday 7 April** the Wimbledon branch of the District Line started up 20 minutes late because of incomplete work on points at Parsons Green. At 15.40 a westbound train stalled approaching West Ruislip with a air burst, suspending the Central Line west of Ruislip Gardens for an hour. 'Passenger action' variously at Vauxhall and Victoria caused a 20- and 10-minute delay to the Victoria Line from 20.50 with one person at the latter apprehended and nothing untoward found at the former.

**Friday 8 April** was thus:

- Multiple signal failure between Waterloo and Embankment northbound Bakerloo Line. Trains continued under failure conditions until resolved at 06.50.
- St. James's Park station closed 09.50 to 10.20 – unattended item close to station.
- Loss of signal main current between Baker Street and Bouverie Place<sup>1</sup> substations at 10.05, bringing SSR services through the area to a stand until 10.20. District Line suspended east of High Street Kensington in consequence to ease congestion and train working at Edgware Road.
- Lambeth North station closed 12.10 to 13.15 and 14.00 to 16.45 – lift defects.

The only problems on **Saturday 9 April** concerned 'stations'. Leicester Square was unable to open until 06.05 because of a security alert close to the station, while lack of staff prevented Blackfriars from opening until 05.45 and Bow Road until 06.55. Bermondsey station operated in 'exit-only' mode from 12.55 until 14.30 because of escalator defects.

There were two problems on **Sunday 10 April**, the first being a signal failure westbound between Barbican and Farringdon from 12.35. The Metropolitan Line was suspended into the City while the C&H continued under failure conditions after 20 minutes, which was after the first train had passed through the failure area. With clear signals at 14.00, the Metropolitan Line resumed to Aldgate from 14.15. The only other event was the closure of Mornington Crescent station from 20.40 to 21.15 because of a fire alarm activation.

On **Monday 11 April**, the northbound Charing Cross branch of the Northern Line was suspended from 12.45 until 13.35 because of a person under a train at Charing Cross. Borough station closed from 16.10 to 16.35 because of lift defects.

A person ill on an eastbound train at Hounslow East at 16.15 on **Tuesday 12 April** suspended the Piccadilly Line west of Northfields until 16.50. The Heathrow branch was suspended for a second time from 19.45 because of a person under a westbound train at Osterley. Two trains were stalled on the approach to Osterley, one in each direction, that on the eastbound until 20.40 and that on the westbound until 21.45 from when services resumed.

**Wednesday 13 April** was uneventful until 12.25 when a Network Rail signal failure on the southbound ('Up') at Harlesden set the Bakerloo Line into 'severe delays' mode and a 50% reduction of service north of Queen's Park, the problem being added to by a failure in the opposite direction at Kensal Green at 13.20. With the failures continuing intermittently throughout the afternoon, nine trains were cancelled at that time. It wasn't until 19.00 that normal signalling was restored. At 14.35 a multiple signal failure on the eastbound approach to Acton Town from the Ealing Common direction suspended the Uxbridge branch of the Piccadilly Line and the District Line to and from Ealing Broadway. Two eastbound Piccadilly Line trains were stalled, one east of Ealing Common until 15.25 and one from the Heathrow branch until 16.05, which was returned to South Ealing. This had been diverted via the eastbound 'local' line but was subsequently caught up in the Acton Town failure. Other eastbound trains from Heathrow were routed via the 'fast' line from 15.30. Moreover, all six trains due out of Ealing Common depot had to be cancelled because of the failure, being brought into service later in the peak.

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<sup>1</sup> Bouverie Place substation is near Paddington.



**Left:** Train 30 was one of three District Line trains caught up in the failure at Acton Town, being held in the platform (with two other trains) at Ealing Broadway for the duration. With the service from Ealing subsequently so disrupted, a replacement train 30 (on the left) was put into service right time from Upminster and didn't pass the real train 30 (on the right) until they arrived together at Bromley-by-Bow.

**Photo:**  
**Trevor Wright**

Services resumed on both lines at 15.55 (even though one train was in the process of being returned to South Ealing). District Line service recovery was hampered by another signal failure at Upminster for 15 minutes and points into Parsons Green sidings failing for 20 minutes, both during the Acton Town failure.

**Thursday 14 April** was thus:

- Piccadilly Line suspended west of South Harrow from start of traffic until 06.50 – points failure at Rayners Lane. The Piccadilly Line was further disrupted between 06.15 and 06.55 because of a signal failure at Acton Town.
- London Overground train crewing issues and thence a defective train at Willesden Junction suspended the Bakerloo Line north of Queen's Park from 06.20. One stalled southbound Bakerloo Line train was authorised to return to Harlesden, arriving at 07.35. Services resumed at 08.55 (with 11 trains cancelled in consequence) once the offending LO train had reached Willesden TMD.
- Central Line suspended Bethnal Green – Leytonstone from 16.30 – stalled eastbound train at Stratford. Five trains were stalled between stations, reaching platforms variously between 16.45 and 17.15. The incident train moved off to Hainault depot enabling services to resume at 17.30. However, overcrowding issues resulted in Leytonstone station closing for a short period just after 18.00 for the passengers to disperse.
- Repeat Network Rail signal failures at Kensal Green and Willesden Junction from 17.20 with services reduced north of Queen's Park and seven trains cancelled. Service suspended north of Queen's Park from 19.10 while technicians investigated, resuming under failure conditions for much of the evening and the inevitable 'split service' (Harrow – Kilburn High Road and Queen's Park – Elephant & Castle).

There was nothing significant to note for **Friday 15 April**.

On **Saturday 16 April** the Waterloo & City Line had a 50-minute delayed start while a training exercise was completed, with first trains at 08.50 instead of 08.00. The rest of the day was taken up with 'stations' – South Kensington closing from 09.30 to 10.00 because of a security alert close by the station and Great Portland Street from 17.30 to 17.55 because of a fire in a tenant's premises. A lift stalled in the shaft at Waterloo LU station at 11.55 trapped those within for 50 minutes, although the station remained open.

The Jubilee Line was suspended between Canons Park and Stanmore from 10.55 to 11.55 on **Sunday 17 April** because of a person ill at Stanmore – trains ran empty between the two stations. The Piccadilly Line service via the Terminal 4 loop at Heathrow was suspended from 12.50 to 13.20 because of a signal failure at Hatton Cross.

A signal failure westbound at Hillingdon from 10.25 on **Monday 18 April** suspended the Piccadilly Line west of Rayners Lane, with a reduced Metropolitan Line service to Uxbridge in consequence until fixed at 12.00. The Piccadilly Line resumed at 12.20. Points failing at Parsons Green at 11.15 suspended the Wimbledon branch of the District Line until 11.55. Three trains were stalled between stations for some 20 minutes, while a third was stalled for the duration of the incident.

On **Tuesday 19 April** a person ill on a southbound train at Clapham North suspended the Northern Line south of Stockwell from 12.20 to 12.45. A defect on the fire alarm system at Highbury & Islington at 12.30 necessitated the station's closure until 13.55. A signal failure eastbound at Parsons Green from 14.40 resulted in an initial 20-minute delay, with the failure recurring intermittently during the afternoon and evening peak. It is reported that water was drained from a trainstop cover. At 00.20 points failing at Boston Manor suspended the Piccadilly Line west of Northfields until 01.05 with one train stalled on the westbound approach to Boston Manor throughout.

**Wednesday 20 April** began with a signal failure on the westbound approach to Aldgate East at 06.55, suspending the Hammersmith & City Line east of Moorgate and causing 'severe delays' to the District Line until the failure was cleared at 08.35. In consequence 12 District Line and five C&H trains were cancelled for the morning peak. A signal failure at Canary Wharf from 13.20 and a defective northbound train at Green Park at 13.25 suspended the Jubilee Line between Green Park and Stratford. Two westbound trains were stalled between Westminster and Green Park and were authorised to return to the former in turn by 14.05 and 14.15. Once the signalling problem had been fixed and the defective train moved (in restricted manual mode) to West Hampstead siding, services were able to resume throughout at 15.10 but not before 21 trains had been cancelled but reduced to 12 for the evening peak. A track fire on the southbound approach to Elephant & Castle at 22.50 suspended the Bakerloo Line south of Lambeth North, but south of Piccadilly Circus from 23.25 when current was discharged. However, section switches were operated to enable services to resume to Lambeth North at 00.30 but the service to Elephant & Castle remained suspended until the close of traffic.

**Thursday 21 April** was as follows:

- Central Line suspended North Acton – West Ruislip 06.30 to 07.05 – passenger ill on an eastbound train at Northolt.
- Signal failure at Acton Town eastbound from 16.45. Piccadilly Line suspended through the area until 17.25. Two eastbound Piccadilly Line trains were stalled for the duration. The Piccadilly Line never did recover and remained with some 15 trains cancelled through to the close of traffic.
- Central Line suspended Leytonstone – Hainault inner rail from 17.25 to 19.00 – person under a train at Gants Hill.
- Central Line suspended west of North Acton from 21.05 to 22.40 – points failure at North Acton Junction.

On **Friday 22 April** a signal failure southbound between Warwick Avenue and Paddington from the start of traffic, as well as a 15-minute late start northbound from Elephant & Castle, delayed the Bakerloo Line throughout the morning peak, with 11 trains cancelled in consequence. A 25-minute shut down south of Queen's Park also took place from 09.55 to enable repairs to be made. Bethnal Green station was also late opening (05.55) because of insufficient staff, as was Green Park (05.50). A signal failure on the approach to Cockfosters from 19.00 suspended the Piccadilly Line east of Oakwood until 20.05 and resulted in a reduced service east of Arnos Grove. Three trains were stalled between stations between 20 and 35 minutes. A total signal failure in the Ealing Broadway area suspended the District Line west of Turnham Green from 19.45 to 20.10, with trains diverted to Richmond during that period. The Central Line was suspended between Liverpool Street and Leytonstone from 23.20 because of a person trackside at Leyton. With one apprehended, services resumed at 23.50.

Apart from the closure of Borough station from 19.55 to 20.30 for lift defects, **Saturday 23 April** was uneventful.

The only incident on **Sunday 24 April** was a protracted one. A stray dog found its way onto the track at Balham at 10.25 and proved difficult to catch with services suspended south of Kennington a number of times. Observed to have reached Tooting Broadway at one stage, it was eventually caught and taken to Tooting Bec for safe keeping with service normality resuming just after 14.00.

**Monday 25 April** began with defective train with no in-cab CCTV at Mill Hill East at 06.00. With no staff available to give the 'right' (away), the Mill Hill service was suspended until 06.30, by which time staff had arrived on site. At 07.40 traction current problems in the Canada Water area and a subsequent defective train brought the Jubilee Line to a halt on 'the extension' trapping two trains between stations for 15 minutes. Services resumed at 08.00. A signal track circuit failure at Gloucester Road at 15.20 suspended the inner rail Circle Line and the District Line between Earl's Court and Aldgate East until 16.00 and again from 16.40 until 17.00 while a trainstop was attended to. In fact, the 'suspension' was more in reality further back west from Earl's Court as blocking back was observed on the eastbound stretching back to east of Acton Town.

**Tuesday 26 April** was thus:

- Central Line suspended Leytonstone – Liverpool Street 15.00 to 15.25 – defective westbound train at Bethnal Green.
- Piccadilly Line suspended east of Oakwood 16.10 to 17.25 – (repeat) signal failure at Cockfosters (see also Friday 23 April).
- Eastbound District Line trains non-stopped Becontree 19.20 to 19.40 – passenger action.
- Victoria Line suspended south of Seven Sisters southbound from 23.55 until the end of traffic – person under a southbound train at King's Cross.

On **Wednesday 27 April**, two problems affected the start up on the Piccadilly Line. At the east end, a defective engineer's train at Manor House had to make its way at slow speed to Cockfosters depot. Because the train was too long for the platforms at Cockfosters it was stabled via the Oakwood end, but even this required special arrangements, which delayed some westbound services. At the west end of the line, work on points west of Acton Town resulted in them being unavailable for the day. At 13.50 points failing at High Barnet suspended the Northern Line north of Finchley Central for 20 minutes. However, platform 3 became unavailable for the rest of the day with all trains using just two platforms with a certain amount of congestion being caused in consequence.

Lift defects caused Kennington to switch to entry and interchange only mode from 11.20 to 11.50 on **Thursday 28 April**. However, the station then fully reopened but with no lift service until 15.50. At 12.10 a northbound Bakerloo Line train was unable to depart from Piccadilly Circus with a 'no movement' defect. One train was stalled approaching Piccadilly Circus which was authorised to return to Charing Cross, arriving at 12.35. Services resumed at 12.55.

On **Friday 29 April**, High Street Kensington station closed from 12.40 to 13.50 because of a fire alert in premises above the station. A signal track circuit failure at Bank suspended the Waterloo & City Line from 19.25 until 20.15. One train was stalled on the eastbound approach to Bank for 20 minutes.

A points failure at Moorgate at 07.50 on **Saturday 30 April** suspended SSR services through the area until 08.45. Six trains were stalled between stations between 20 and 50 minutes. At 11.45 a person under a northbound train at Tooting Broadway suspended the Northern Line between Morden and Stockwell until 12.45.