

UNDERGROUND DIARY

SEPTEMBER 2010

There was nothing out of the ordinary to report for **Wednesday 1 September**, while **Thursday 2 September** was thus:

- District and Hammersmith & City lines suspended through Aldgate East 12.20 to 13.10 – signal failure.
- Hampstead station closed 16.30 to 17.15 – lift defects.

On **Friday 3 September**, Hampstead station closed again because of lift defects, from 17.35 to 18.30. The station starting signal at Mill Hill East failed from 18.30, suspending services between there and Finchley Central until the end of traffic. The day ended with a person under a northbound Victoria Line train at Victoria at 22.00, suspending services between Brixton and Warren Street until 23.35.

Overnight repair work to the signalling on the Mill Hill single line resulted in a late start to the shuttle service – at 07.20 – on **Saturday 4 September**. The Hainault – Woodford section of the Central Line was suspended until 06.50 because of a signal failure at Grange Hill. At 07.20 an eastbound Piccadilly Line was unable to depart from Rayners Lane because of a defect, suspending both lines through the area until 07.55. The offending train worked empty to South Harrow sidings. Highbury & Islington station closed from 13.10 to 14.20 because of a fire alarm activated.

Insufficient staff kept Borough station closed until 08.45 on **Sunday 5 September**. The Central Line, already suspended west of Marble Arch because of weekend engineering work, was additionally suspended between Holborn and Marble Arch from 17.30 for an hour because of a signal failure at the latter. A local power failure at North Wembley closed the station from 21.50 to 22.45.

On **Monday 6 September** persons reported trackside between Brent Cross and Hendon Central suspended the Northern Line's Edgware branch from 09.20 to 10.00. A loss of lighting at Upton Park at 19.20 resulted in westbound trains non-stopping until 20.10.

The Underground on 'strike day' **Tuesday 7 September**, is covered elsewhere in this issue.

The incident at Plaistow apart, also covered elsewhere in this issue, **Wednesday 8 September** may be summarised as follows:

- A signal failure at High Street Kensington, which began just after 07.00, culminated in a suspension of the District Line's Edgware Road service and outer rail Circle Line service from 08.45. With points at High Street Kensington secured for through running, the outer rail Circle Line resumed at 11.00, along with the District Line as far as High Street Kensington. A further suspension took place from 13.55 for an hour, for repairs to be effected.
- An intermittent signal failure at Lambeth North from 09.10 resulted in 'delays' on the Bakerloo Line and then a separate short suspension just before midday.
- Northbound Bakerloo Line trains non-stopped Harlesden 09.25 to 14.05 because of a defective OPO monitor.
- Just after 10.00, the Jubilee Line test train of 1996 Tube Stock became derailed on handworked points in Highgate sidings. Damage was sustained mostly on the two middle UNDM cars. There were no problems with Northern Line trains stabling at Highgate and the offending train was re-railed the following morning.
- Metropolitan Line's Watford branch suspended 12.50 to 13.30 – police pursuing a 'suspect'.
- A report of a person entering the tunnel at Baker Street suspended the southbound Jubilee Line between Finchley Road and Waterloo from 21.55 to 22.40.
- Metropolitan Line suspended Harrow-on-the-Hill – Northwood 22.35 to 23.10 – points failing at Harrow North Junction

Thursday 9 September was uneventful until 20.00, when a Waterloo & City Line train became gapped off current entering the depot at Waterloo, suspending the service until 21.15. The

Richmond branch of the District Line was suspended from 23.30 to 00.40 because of a signal failure at Turnham Green, with Richmond trains being diverted to Ealing in consequence.

SSL services through Edgware Road were suspended from 10.45 until 11.30 on **Friday 10 September** because of points failing. Other events of the day were mainly related to stations, with Canning Town (closed 12.15 to 12.40), King's Cross (14.05 to 14.35) and Embankment (19.45 to 20.20), all because of fire alarms operated, Charing Cross (15.00 to 15.25) and Regent's Park (22.30 to 23.10) both because of insufficient staff.

On **Saturday 11 September**, a signal failure at Harrow-on-the-Hill prevented from trains reversing via the siding from 15.00 (Uxbridge trains were scheduled to reverse there every 10 minutes because of weekend engineering work). As a result the Harrow – Aldgate service was revised, being extended to Northwood to reverse and being short-tripped at Moorgate on the (late running) southbound trip. Regent's Park closed at 17.00 until the end of traffic because of insufficient staff and similarly Barbican from 23.30. But much of the delay belonged to the Jubilee Line 'Extension', whose incidents are summarised as follows (the line was suspended between Green Park and Waterloo for 'live' testing the new signalling system on the 'extension'):

- Defective train westbound at Canning Town at 05.55.
- Suspended London Bridge – Waterloo 14.00 to 15.15. Smell of burning under a train terminating at Waterloo.
- Canary Wharf westbound platform non-stopped 15.00 to 16.50 – Platform Edge Door (PED) failure.
- Suspended North Greenwich – Stratford 16.05 to 16.25 – failure of new signalling system at Stratford.
- Canning Town closed 16.10 to 18.10 – passenger action and consequential police investigations in the area.

The Jubilee Line also dominated matters on **Sunday 12 September**. A late finish to overnight work on points at Willesden Green prevented services south of Wembley Park from starting up until 07.55, the same fate befalling the Metropolitan Line service. At the opposite (and separate) end of the line, a defective train at Stratford suspended the entire service until 07.40. A defective train and signalling problem at Waterloo also caused delays from 16.10, while from 20.10 another defective train at Stratford suspended the service between there and North Greenwich until 21.40. Meanwhile, on the original (and closed!) section of line, an empty train stalled on departure from Charing Cross at 18.25 suspended services south of Finchley Road until 19.05.

Monday 13 September was as follows:

- Piccadilly Line suspended King's Cross – Arnos Grove from start of traffic until 07.25 – signal failure Finsbury Park eastbound. Service suspended once again, and the Victoria Line, 09.50 to 10.15, to enable repairs to be undertaken.
- Signal failure at Stratford suspends Jubilee Line service east of West Ham from 17.20 to 17.40. A repeat failure at 00.30 suspends service again effectively until the end of traffic, but with the last passenger train arriving at Stratford at 02.05.
- Southbound City branch of the Northern Line suspended 18.55 to 19.40 – two signals failing King's Cross – Angel.

On **Tuesday 14 September** Heathrow Terminal 4 closed from 11.45 to 12.15 because of a fire alarm operated. A person threatening to jump from a bridge at Kew Gardens suspended the District Line's Richmond branch (and London Overground) from 14.30 until 15.00. Another fire alarm operation at Embankment closed the station from 14.55 to 16.10. The Metropolitan Line service to the City was suspended from 17.05 because of a signal failure at Farringdon. The Circle and Hammersmith & City lines continued under failure conditions but because of train 'congestion' at Edgware Road the District Line service was suspended east of High Street Kensington. With normal signalling at 18.00, the District Line resumed to Edgware Road at 18.10 and the Metropolitan Line to the City at 18.30. Service recovery was then hampered from 19.25 with a signal failure at Euston Square with the Metropolitan Line to the City suspended until 20.35. The day ended with East Ham closing from 22.35 to 23.45 because of power supply problems to the MIP lifts, and Turnpike Lane station closing from 22.45 to 23.45 because of insufficient staff.

Wednesday 15 September was relatively uneventful until 20.30, when a northbound Bakerloo Line train stalled at Piccadilly Circus. The train in the rear in the tunnel was authorised forward for detrainment and to assist if necessary. In the event, the defective train was able to move off on its own power, enabling services to resume at 21.30. The day ended (actually in the early hours of 16 September but still in the traffic day of 15 September!) with a signal failure westbound at Down Street disused station at 00.10 for the empty train scheduled to work into the siding, suspending services but effectively holding last trains in platforms. The last eastbound train was able to depart Hyde Park Corner at 00.55 with the remaining westbound trains able to proceed at 01.20.

Thursday 16 September offered the following:

- Southbound Charing Cross branch of the Northern Line suspended 07.40 to 08.25 – two signals failing at Camden Town preventing access to that route.
- Lambeth North became exit only 14.50 to 17.55 because of lift defects.
- Victoria Line suspended in its entirety 15.05 to 15.35 – defective train northbound at King's Cross. Another defective train at Vauxhall at 23.00 suspended the service south of Victoria from 23.00 to 23.00. Both trains were reported as being 2009 Tube Stock.
- Central Line's Ealing Broadway branch suspended 00.30 to end of traffic because of points failing on the approach to the terminus. The train stalled at the home signal was returned to West Acton by 00.55, passengers having to make their way onwards from there.

Two signals failing at Eastcote from 10.35 on **Friday 17 September** suspended the Piccadilly Line's Uxbridge service, with Metropolitan Line trains operating under failure conditions. Clear signals enabled the Piccadilly line to resume at 13.00. The day ended with Lambeth North closing from 22.30 to the end of traffic because of insufficient staffing levels.

Waterloo LU station was unable to open until 06.20 on **Saturday 18 September** because of insufficient staff. Similar reasons closed Bermondsey from 15.10 to 17.05 and Arsenal from 20.50 to 21.30. In the meanwhile a defective eastbound train approaching White City suspended services west of White City from 07.25 until 08.00.

The only notable incident on **Sunday 19 September** was a signal failure at High Barnet from 18.50, suspending services north of Finchley Central. Trains were stalled at the northbound home signal and at the signal behind. The latter was worked forward to collect the passengers off the train in front and was then authorised to return wrong line to Totteridge with all passengers clear by 19.30. The service resumed at 20.25 but under failure conditions until 21.35 and then only using platforms 1 and 2. The service disruption remained until the end of traffic and five stations closed to time with late last trains non-stopping Old Street, Angel, Bank, London Bridge and Colliers Wood.

Cannon Street failed to open until 06.45 on **Monday 20 September** because of insufficient numbers. Holborn station closed at 09.45 until 10.50 because of a fire alarm activated. A defective northbound Bakerloo Line train at Kenton caused a 15-minute delay from 11.15 but a repeat problem with reportedly the same train suspended the service north of Queen's Park from 18.10 to 18.40. A person reported trackside east of Barking brought services to a stand for 30 minutes from 20.00. The day ended with Heathrow Terminal 5 closing from midnight because of defective ventilation fans. Trains destined for T5 reversed at T123 until the end of traffic.

Tuesday 21 September was thus:

- Central Line suspended Leytonstone – Hainault inner rail 11.45 to 12.25 – person on the track at Redbridge.
- Northbound Charing Cross branch suspended 16.20 to 16.55 – passenger ill on a train at Euston.
- Caledonian Road closed 19.40 to 21.35 – lift defects.
- Last eastbound District Line trains delayed for 55 minutes from 00.40 – person on track at Barking.

A defect on points at Camden Town discovered overnight resulted in all trains from the Barnet branch operating southbound via Bank throughout **Wednesday 22 September**. A defective northbound Bakerloo Line train leaving Queen's Park at 21.25 suspended the service north of Paddington until 21.55 with the offending train being authorised to return to the platform. Service normality was set back with a signal failure at Harlesden and 'severe delays' continued until the end of traffic. The Chesham shuttle was cancelled from 22.10 to the end of traffic because of no Train

Operator being available with a taxi service being provided to and from Amersham. Insufficient staff closed Lambeth North from 23.05 to 00.25 and Charing Cross from 23.30 until midnight.

A lack of serviceable trains resulted in a number of trains being cancelled in the morning peak on the District and Metropolitan lines on **Thursday 23 September**, the latter also having a late start because of a damaged air main at Croxley which caused a multiple signal failure. The Trafalgar Square entrance to Charing Cross closed from 13.00 to 15.45 because of loose panelling in the ticket hall.

Friday 24 September began with a signal failure at Neasden from 05.45, suspending the Metropolitan Line south of Wembley Park until 06.30. The Metropolitan Line, along with the Circle and Hammersmith & City lines, were brought to a stand from 07.55 to 08.25 because of a SPAD by a westbound Metropolitan Line train approaching Baker Street Junction. Just after 18.00 a loss of signalling control at the National Rail Wembley Signal Control centre brought the whole of the 'DC' line to a stand and suspended the Bakerloo Line north of Queen's Park until 19.15.

Saturday 25 September was (mostly) a Jubilee Line day, summarised as follows:

- A late start because of a failure of the new TBTC (transmission-based train control) signalling system at Stratford. In effect the whole line was suspended because of weekend engineering work north of West Hampstead. Trains began departing Stratford (westbound) from 05.55 and West Hampstead (southbound) at 06.40.
- Suspended West Hampstead – Waterloo from 07.40 to 08.35 because of a defective train reversing at West Hampstead.
- Suspended North Greenwich – Stratford from 08.10 to 09.30 because of a train stalled approaching Stratford.
- Another train stalled in West Hampstead siding at 10.20 suspended between West Hampstead and Waterloo until 11.20.
- Defective eastbound train at Canada Water suspended service North Greenwich – Waterloo 11.10 to 11.50.
- Signal failure at West Hampstead at 21.20 suspends service between there and Waterloo until the end of traffic.

However, other incidents included:

- Balham station remained closed until 06.00 and St. Paul's until 06.25 – insufficient staff.
- Lambeth North closed 07.25 to 11.20 – insufficient staff and again 15.10 to 15.40 because of lift defects.
- Central Line suspended Leytonstone – White City 15.35 to 16.50 – report of a person on the track at Lancaster Gate.
- Liverpool Street station closed 15.55 to 17.15 – fire alarm operated.

The performance of the Jubilee Line's new signalling once again dominated service problems on **Sunday 26 September** beginning with a suspension between Stratford and North Greenwich from 07.50 until 09.55. An eastbound train was unable to move from London Bridge at 11.10 because of 'indication' problems on the train. Your reporter noted 'severe delays' being advertised but on the basis that it took over an hour to get the train into the middle platform at North Greenwich, just four stations away, must surely be a 'suspension' in anyone's book? Problems with the 'axle counters' at Stratford resulted in another suspension from 18.25 to 18.55 and again from 19.50 to 20.30. A further suspension took place between Stratford and Canary Wharf from 22.00, culminating in a total service suspension over the operating railway (West Hampstead – Stratford) from 22.30 until the end of traffic. Moreover, the number of trains in service had been reduced down to five out of the scheduled 20 by mid afternoon and remained so until the premature close down.

A SPAD by a train leaving Loughton sidings at 05.10 on **Monday 27 September** resulted in eight trains being cancelled for the morning peak. In addition, theft of cable between Loughton and Debden caused a signal failure at Debden from the start of traffic until it was replaced by the early afternoon. The Bakerloo Line was suspended north of Queen's Park from 18.25 to 19.00 because of a person ill on the northbound platform. During this time, northbound trains were terminated at Queen's Park by reversing in the southbound platform. A signal failure westbound at Westminster

set the Jubilee Line into 'delay' mode from 18.55, which continued unresolved until the close of traffic, resulting in 11 trains being cancelled during the evening.

Tuesday 28 September was thus:

- Warwick Avenue station remained closed until 10.15 – escalator defects.
- 20-minute delay Tooting Broadway southbound from 06.25 – signal failure.
- Central Line suspended west of Northolt 08.30 to 10.00 – signal track circuit failure at Northolt.
- Continuing problems with stock availability at Ealing Common resulted in seven trains cancelled for the morning peak and six in the evening.
- Northern Line suspended East Finchley – Camden Town 09.45 to 10.25. Tunnel telephone wires adrift in the area of South Kentish Town disused station.

On **Wednesday 29 September**, the west end of Ruislip depot remained out of use until 06.15 because of a derailment the previous evening. Until then a taxi shuttle operated between West Ruislip and Ruislip Gardens. A defect found overnight on points east of Wood Green on the westbound resulted in a temporary 5mph speed restriction being imposed for the whole day. The effects meant that the Piccadilly Line service deteriorated and train cancellations increased as the day went on, hitting 15 for the evening peak and 16 later in the evening. An incident which made the teletext news was an "unusual smell" emanating from the temporary ticket office at Victoria at 12.35. With passengers initially diverted via the District Line station, the station was fully closed from 14.00 until 16.00. An eastbound Metropolitan Line train accepted a wrong signal on the approach to Aldgate and ended up in platform No.1, which is too short for eight-car A Stock trains. The 'trap' points in front of the train were secured and the train moved forward. This enabled an H&C train stalled on the 'north curve' to continue at 18.40 with the outer rail Circle Line resuming shortly after. At 20.00 a signal failure at Turnham Green prevented trains accessing the route to Ealing, thus suspending the service with trains being diverted to Richmond. However, with late-night stabling imminent it was decided to secure points for through running to Ealing Broadway (under failure conditions) and suspend the Richmond branch until the end of traffic. Because of the queue of trains and time taken to pass through the area, the last train was roundly 70 minutes late.

Belsize Park station remained closed until 16.35 on **Thursday 30 September** because of police investigations outside the station. Apart from Green Park closing from 10.10 to 10.30 because of insufficient staffing levels and Canada Water closing from 21.55 to 22.15 because of a fire alarm operation, there was nothing else to report.