

UNDERGROUND DIARY

JUNE 2011

Wednesday 1 June was uneventful until the evening, when a signal failure at Victoria at 20.30 suspended the Victoria Line service south of Warren Street until 21.25. The SSR lines through Farringdon came to a stand at 23.55 for 30 minutes because of a signal failure, while the southbound Northern Line service was suspended south of Camden Town via the City from 00.15 because of points failing at Kennington. It was too late to resume services by the time the fault was fixed at 01.30, so the affected trains then ran empty to Morden.

As with the previous day, most of the problems on **Thursday 2 June** occurred in the afternoon and evening. A person decided to walk from Brixton towards Stockwell via the track suspended the Victoria Line south of Victoria from 15.20 to 16.25 while a track search was undertaken. An obstruction on the northbound between Golders Green and Brent Cross suspended the service north of Hampstead from 17.35 to 18.25. A discarded metal bar had found its way onto the track and caused a short circuit and this discharged traction current on overload. Old Street station closed from 19.55 to 20.40 because of a fire alarm activating.

On **Friday 3 June**, a late finish to overnight engineering work and a signal failure at Shepherd's Bush resulted in a later (05.40) start to the eastbound Central Line. A further suspension between White City and Queensway took place from 07.10 to 07.30 to repair a damaged cable. In the meanwhile, a person trackside at Uxbridge suspended services west of Ruislip from 05.40 to 06.25. A signal failure on the westbound approach to Arnos Grove suspended the Piccadilly Line east of Arnos Grove from 13.50 to 14.40. A fire alarm activation at Waterloo closed the LU station from 18.55 and also suspended the Waterloo & City Line until 19.45.

Saturday 4 June was thus:

- Second day of a late start to the Central Line because of incomplete engineering work, this time west of White City, until 05.50.
- Smoke from an escalator machine room closed Baker Street station from 05.25 to 06.25. The Metropolitan Line was suspended south of Finchley Road (reversing south to north at Swiss Cottage disused station) while the Hammersmith & City Line was suspended between King's Cross and Baker Street (the service was already suspended west of Baker Street for weekend engineering work).
- North Greenwich closed 20.25 to 21.00 – smoke reported on station.
- Northern Line suspended north of Colindale 22.35 to 23.15 – police searching for suspects at Edgware.

By far the most serious incident occurred on the Jubilee Line at 18.15, with another long shutdown. A traction earth coincided with a signal failure at Green Park, later discovered to be the result of a negative shoe adrift from a northbound train which damaged a signalling cable and also resulted in the incident train being unable to move. It eventually moved to West Hampstead siding with the aim of leaving it there until after last trains. In the meanwhile, the service, which was suspended between Waterloo and Finchley Road, eventually resumed at 21.45. However, for reasons obscure to your reporter, a decision was made to take the defective train from West Hampstead siding to Neasden depot before the end of traffic – never a good move! Unsurprisingly, the train stalled in the northbound platform at West Hampstead at 23.00 and the service was then suspended between Waterloo and Wembley Park until it was put back in the siding at 23.35, where it remained this time until after traffic! Equally amazing was the fact that no trains were recorded as being cancelled during the evening, despite a 3½-hour shutdown!

A failure of the new signalling system on the Victoria Line at Walthamstow Central delayed the start of service between there and Seven Sisters until 08.15 on **Sunday 5 June**. A short-notice suspension of the Jubilee Line before 08.15 took place as (short notice!) planned, but even the later start was delayed because of a late finish to overnight engineering work in Neasden depot. In the evening, when the service was being reduced because of the second short-notice suspension additionally between West Hampstead and Waterloo (from 21.30), problems with the new signalling at Neasden delayed the stabling of trains and as a result only just over half of the service between Waterloo and Stratford was able to operate late in the evening. The Chesham service was replaced

by a taxi to and from Amersham between 20.10 and 21.00 after a Train Operator because locked in the toilet at the terminus. The local fire brigade came to the rescue.

On **Monday 6 June**, a positive traction earth and multiple signal failure on the southbound Metropolitan Line at Neasden from 05.50 resulted in the service being suspended south of Wembley Park from 06.30 to 06.55. The Victoria Line service was delayed because of a defective train entering Northumberland Park depot at 18.30, preventing other stabling trains from doing so. The resulting congestion approaching the depot and with some trains additionally diverted to Walthamstow culminated in a traffic jam of trains and very slow movement through the area until cleared.

Tuesday 7 June was thus:

- SSR services through Moorgate delayed start until 05.45 – signal failure.
- Camden Town station closed 22.20 to 23.15 and trains non-stopped – chemical spillage on platform (passenger action).
- Borough station closed 23.20 to finish – lift defects.

On **Wednesday 8 June** a SPAD by an outer rail Circle Line train at Gloucester Road suspended the outer rail Circle Line from 15.00. The incident train was authorised to return into the platform with services resuming at 15.40.

A loss of Network Rail traction current in the Harlesden area because of defective substation equipment suspended the Bakerloo Line north of Queen's Park from 06.45 to 07.30 on **Thursday 9 June** and again from 08.00 to 09.00. Temple station closed from 11.15 for an hour because of a local power failure, while Ladbrooke Grove station closed from 17.50 to 18.45 at the request of the police because of a road traffic accident outside the station.

Two person under train incidents on Network Rail impacted on London Underground on **Friday 10 June**. The first was at Stratford (National Express) at 15.10, following which Central Line trains non-stopped until 16.15 (eastbound) and 17.40 (westbound). The second was at Harrow & Wealdstone (London Midland) at 20.40 with Bakerloo Line service suspended north of Stonebridge Park until 21.40. One northbound train stopped between Kenton and Harrow was authorised to return to the former by 21.00.

Saturday 11 June was as follows:

- Delayed start to Chesham service (06.10) because of signal track circuit failure on the single line.
- Regent's Park closed because of lift defects 11.25 to 13.25, 19.55 to 20.50 and 23.35 until the end of traffic.
- District Line suspended west of Putney Bridge from 14.15 – defective train with an air burst between Wimbledon Park and Wimbledon. Limited services resumed to Wimbledon Park at 16.00 and to Wimbledon at 16.25.
- Victoria Line suspended north of Seven Sisters 21.10 to 22.35 – points failure at Walthamstow Central.

The Bakerloo Line had a 30-minute late start north of Queen's Park on **Sunday 12 June** because of a train radio failure. SSR services were suspended through Farringdon from 07.05 because of points failing at the exit from Farringdon sidings. Once an obstruction was removed from the points, the H&C resumed at 07.50 and the Metropolitan Line at 08.35. Central Line trains non-stopped Liverpool Street from 18.25 to 19.40 because of flooding on the platform.

A number of Central Line trains were cancelled in both peaks on **Monday 13 June** because of traction current feeding problems in the Park Royal area, reaching 12 trains in the evening peak. A SPAD by an eastbound Metropolitan Line at Moorgate resulted in a 20-minute delay from 18.25.

Tuesday 14 June began with a power surge at Queen's Park from the start of traffic, causing signal failures at Queen's Park and Edgware Road and a suspension of service north of Paddington. Passengers on a southbound train stalled in Queen's Park North Shed were detrained via the track to the station, arriving there at 06.30. A 3-train shuttle began at 07.05 between Kilburn High Road and Harrow but services did not resume between Paddington and Queen's Park until 09.10 and even then trains had to reverse in the platforms at the latter instead of in the north shed. Through services began at 12.45. The Jubilee Line was suspended Green Park – North Greenwich from 11.15 because of a signalling computer failure. A total of eight trains were stalled between stations, the last of which had been dealt with after 30 minutes. Points failing at Finchley Road extended the area to suspension to Wembley Park from 11.40 to 12.05, the section Green Park – North Greenwich

resuming at 12.40. Metropolitan Line trains made additional stops at Willesden Green from 11.55. Metropolitan Line trains to the City were suspended between 12.55 and 14.35 because of a signal failure between King's Cross and Farringdon. Circle and H&C trains struggled through under failure conditions. Points failing at Brixton suspended the Victoria Line south of Victoria from 14.55. Three trains stalled between stations were authorised to return to their nearest platforms, the last at 15.40. An obstruction in the points was removed and services resumed at 16.10. A signal failure westbound at Hatton Cross at 19.45 prevented trains from serving the T4 loop until 20.40. All trains thus ran direct to T123.

The only notable event on **Wednesday 15 June** was a power failure at Piccadilly Circus at 13.55, which affected station lighting and signalling control. The station was thus closed and the Bakerloo Line suspended south of Paddington. Services resumed at 14.30 and the station reopened at 15.15.

A loss of signal main current between Harrow and Preston Road substations caused 'delays' on the Metropolitan Line from 07.35 on **Thursday 16 June**. The problem continued intermittently through into the early evening with an average of 7 trains cancelled in consequence.

On **Friday 17 June** a track fire just south of Warren Street on the northbound Northern Line suspended the northbound Charing Cross branch service from the start of traffic. An attempt to reverse trains at Charing Cross was thwarted when points failed there at 07.15 trapping one southbound train on the approach, which was authorised to return to Leicester Square. Services resumed at 08.25. The Northern Line suffered a further suspension from 11.35 to 12.20 between Kennington and Camden Town via Bank because of a signal failure at King's Cross. In the meanwhile a multiple signal failure at Regent's Park from 09.05 culminated in a suspension of the Bakerloo Line south of Paddington from 09.45 to 10.25, from when a 'split service' was implemented until afternoon train crews booked on. The day ended with a signal failure west of South Kensington which resulted in an outer rail Circle Line train being diverted and piloted to Earl's Court and the Circle Line itself suspended.

Saturday 18 June was uneventful until 17.35 when a westbound Jubilee Line train stalled at West Ham, suspending services east of North Greenwich until 19.30. Another defective train on the southbound at Dollis Hill at 23.25 resulted in a 25 minute delay while the train was worked to the siding at Willesden Green. In the meanwhile the Central Line was suspended between Newbury Park and Hainault from 20.30 to 21.15 because of people on the track at Fairlop, allegedly using the Central Line as a short cut to a close by music festival.

A Network Rail signal failure at Kensal Green suspended the Bakerloo Line north of Queen's Park from 13.00 on **Sunday 19 June**. A 'split service' was again implemented from 14.15 but the 2-train shuttle between Kilburn High Road and Harrow was suspended from 14.55 to 16.15, from when the failure was fixed.

On **Monday 20 June**, a points failure at Uxbridge at 10.45 rendered platform 4 inoperative with the Piccadilly Line suspended west of Ruislip until fixed at 13.40.

Tuesday 21 June began with a signal failure on the inner rail at Notting Hill Gate from 07.35. Initially, trains operated through the area under failure conditions with a suspension from 09.50 to 10.10 for repairs to take place. Points failing at Waterloo suspended the Waterloo & City Line from 17.55. Two stalled trains had been cleared of passengers by 18.20. Services resumed at 20.05.

Smoke from under a westbound Central Line train at Holborn at 08.10 suspended the Central Line between Liverpool Street and White City until 08.55 on **Wednesday 22 June**. A discarded umbrella caused a points failure at Upminster at 12.40, suspending the District Line east of Dagenham East until 13.20. The northbound City branch of the Northern Line was suspended from 13.55 because of a person under a northbound train at London Bridge – the LU station was closed in consequence with the Jubilee Line and southbound City branch of the Northern Line non-stopping. Services resumed and the station reopened at 15.50.

Apart from a multiple signal failure at Parsons Green, which suspended the District Line's Wimbledon branch from 07.45 to 08.30, lift defects which closed Regent's Park station from 20.30 to 22.00, and a fire alert at King's Cross, which closed the LU station from 13.45 to 14.25, there was nothing out of the ordinary to report for **Thursday 23 June**.

Points failing at West Kensington at 05.30 brought the Ealing and Richmond branches of the District Line to a stand until 06.25 on **Friday 24 June**. Later in the morning, another failure, but on a different set of points in the same area, resulted in another suspension from 11.35 to 12.10. This latter failure was exacerbated by a SPAD by a westbound District Line train at South Kensington at 11.50, this

causing a 25-minute delay. A person on the track just east of Upton Park suspended the District Line east of Plaistow from 21.55 for an hour. Friday's traffic day ended (in the early hours of Saturday morning) with a person under a Metropolitan Line train approaching Chalfont & Latimer. It is reported that the person slipped down between cars whilst walking from one car to the next.

The Metropolitan Line remained suspended north of Rickmansworth until 06.10 on **Saturday 25 June** following the person under a train at Chalfont & Latimer the previous night, while insufficient staff kept Clapham South station closed until 06.20. Eastbound trains non-stopped Tower Hill from 08.05 to 13.35 because of flooding at platform level.

On **Sunday 26 June** Baker Street station was unable open until 07.50 because of flooding on platform 5. Points failing just north of Harrow-on-the-Hill at 13.35 caused an initial 20-minute delay. The Piccadilly Line was also suspended west of South Harrow until 14.20 until the backlog of Metropolitan Line trains had been cleared. Westbound trains non-stopped Parsons Green from 15.10 to 20.05 because of a defect with platform surface caused by the hot weather. At 18.00 an empty train being shunted in Morden depot became derailed, blocking part of the depot, involving car 51678. The service was unaffected until late evening stabling. Once the train had been rerailed and moved, the queue of approaching southbound trains for the depot were able to move – these had been held in platforms, stretching back to Borough and Waterloo. The Jubilee Line was suspended north of Willesden Green from 19.55 to 21.25 when a southbound Jubilee Line train became 'gapped' off current approaching Neasden. The following train was authorised forward to couple and push the defective train into Neasden station. Fortunately, the replacement bus service was still running (the new signalling north of Dollis Hill was commissioned in the early afternoon and the buses continued to operate 'just in case') and Metropolitan Line trains stopped additionally at Willesden Green.

The eastbound platform at Buckhurst Hill remained closed until 09.50 on **Monday 27 June** because of a defect with platform surface. The Richmond branch of the District Line was suspended from 15.45 to 16.20 because of a Network Rail signal failure east of Gunnersbury Junction on the NR side. The day ended with a signal failure at Northolt at 23.10, suspending the West Ruislip branch of the Central Line. One westbound train stalled at the failing signal was authorised to return to Greenford. The service resumed at 00.25 with the last eastbound train some 50 minutes late.

Tuesday 28 June began with a defective southbound Jubilee Line train at Stanmore, causing a 25-minute late start southbound, and Hammersmith H&C station remaining closed until 06.30 because of a local power failure. Until then, trains ran empty between Goldhawk Road and Hammersmith. Also from the start of traffic, two signals failing at Hanger Lane Junction suspended the District Line's Ealing Broadway service until 06.15. There was nothing else untoward to note for the day.

On **Wednesday 29 June**, a multiple signal failure on the eastbound at West Ham from 09.10 resulted in 'severe delays' for the District Line and the Hammersmith & City Line suspended east of Moorgate. Because of the build up of late running, a 5-train shuttle service was implemented between East Ham and Upminster so that eastbound trains from the west could be short-tripped at Barking. Clear signals were obtained at 11.15 with the Hammersmith & City Line resuming an hour later after the traffic jam of trains had eased. A westbound Metropolitan Line train stalled at King's Cross from 12.20, unable to move, until 12.50.

A signal failure at Aldgate North Junction from the start of traffic prevented the outer rail Circle Line and Metropolitan Line from starting up until 06.25 on **Thursday 30 June**. A SPAD by a southbound Bakerloo Line train at Wembley Central suspended the Bakerloo Line north of Queen's Park from 10.40 until 11.25. A fire alert in the Bank-Monument complex closed both stations and suspended the Waterloo & City Line and Docklands Light Railway from 13.45 for half an hour. An intermittent signal failure at Kilburn from 15.30 resulted in the disruption of the Jubilee Line service throughout the evening peak and into the late evening. Persons reported trackside between Grange Hill and Chigwell suspended the Central Line between Hainault and Woodford from 17.15 for an hour, while services in the Woodford area were suspended from 23.00 to 23.50 because of graffiti vandals at work in Woodford sidings. It is reported that three people were arrested – a result!