

# UNDERGROUND DIARY

## OCTOBER 2012

The only operational incident of note on **Monday 1 October** was a multiple signal failure on the southbound between King's Cross and Angel at 19.00 which suspended the southbound City branch of the Northern Line until 19.30.

**Tuesday 2 October** was as follows:

- Signal failure at Lambeth North from 06.05 resulted in trains from London Road depot being unable to enter service, with a suspension south of Piccadilly Circus from 07.00 to 07.20.
- Victoria Line suspended south of Victoria 08.35 to 10.30 – person under a southbound arriving train at Brixton.
- 20-minute delay Canning Town westbound from 16.40 – passenger ill on a train.

On **Wednesday 3 October** the District and Circle lines started up late at 06.00 because of a broken rail at Sloane Square. The only other problems of note were two defective Piccadilly Line trains which caused extended intervals and a handful of cancellations during the afternoon.

**Thursday 4 October** began with an intermittent points failure at Queen's Park from 06.15, reducing the reversing tracks in the North Shed from two to one throughout the morning peak. The service was 'thinned' to reduce blocking back with five trains cancelled for the morning peak. Both reversing sidings were available from 11.00. Points failing at Stratford at 15.10 suspended the Jubilee Line east of North Greenwich for 20 minutes, with platform 15 taken out of use. All three platforms were in use again from 16.15 after the fault had been fixed. Angel station closed from 15.35 to 16.10 because of escalator defects. Colliers Wood station closed from 22.20 to 23.10 because of insufficient staff numbers.

A signal track circuit failure at High Barnet from 05.15 prevented trains from entering service from the sidings on **Friday 5 October** with the service suspended north of Finchley Central until 05.55 in consequence. A signal failure on the northbound approach to Watford at 18.05 suspended the Metropolitan Line between there and Moor Park. One train stalled approaching Watford was authorised to return to Croxley, arriving there at 18.30. The failure proved problematical to fix and from 21.45 the service resumed to Croxley, with trains running empty to reverse via the two sidings at Watford until the end of traffic, with a taxi service being provided between Croxley and Watford.

On **Saturday 6 October** points failing at Aldgate East (which were being used to reverse the service east to west because of weekend engineering work) suspended the District Line additionally between there and Tower Hill from 05.35 until 06.50. A person on the track at Seven Sisters suspended the Victoria Line from 05.50. One train north of Finsbury Park was stalled for the duration, with services resuming at 06.35. With the Metropolitan Line suspended south of Harrow-on-the-Hill for weekend engineering work, points failing at Harrow extended the area of suspension to Northwood and Uxbridge from 10.15 until 10.45.

**Sunday 7 October** belonged to the Piccadilly Line, beginning with a points failure at Arnos Grove from 08.45, suspending services east of Wood Green. Three westbound trains were stalled between Southgate and Arnos Grove, the last reaching Arnos Grove at 09.25, from when services resumed. Later in the day, a signal failure at Hanger Lane Junction suspended services between Acton Town and Uxbridge from 18.35 to 19.10, while from 19.30 a person under an eastbound train at Hammersmith suspended the service between Acton Town and Hyde Park Corner. It wasn't possible to divert eastbound trains via the eastbound District Line because the traction current section reached Barons Court. One train was stalled east of Ravenscourt Park (unfortunately on the discharged section of current) until 20.30 with services resuming at 20.40.

On **Monday 8 October**, the Piccadilly Line was suspended between Hammersmith and Hyde Park Corner from 14.40 to 15.35 because of a person under an eastbound train at Earl's Court. One train was stalled on the eastbound approach to Earl's Court until 15.30 while the station, initially closed, reopened to the District Line from 15.15. Paddington (Bakerloo, District and Circle) station closed from 21.50 to 22.40 because of smoke from the escalator machine room.

There was nothing to note for **Tuesday 9 October**.

Soon after start-up, the Waterloo & City Line was suspended from 06.40 to 08.05 on **Wednesday 10 October** because of a signal failure at Waterloo. Two trains were stalled, the last of which reached

Waterloo at 07.10. A passenger on the track at Victoria caused a 15-minute delay to the Victoria Line service from 15.00, while a passenger ill on eastbound Piccadilly Line train at Holborn resulted in a 20-minute stand from 18.15.

On **Thursday 11 October** a signal failure on the northbound Jubilee Line between Finchley Road and West Hampstead delayed the service from 06.00, with trains having to pass through the area under failure conditions, the first train taking some 20 minutes. Although there was no suspension as such, nine trains were cancelled for the morning peak, although progress through the area was slow until the fault was fixed at 08.10. At 09.35 a points failure at Watford South Junction brought 'main', 'local' and Chiltern Railways services to a stand. Two stalled trains reached platforms at Moor Park and Rickmansworth just after 10.00, the latter after a Chiltern Railways train had been moved to Rickmansworth sidings. Services resumed at 10.30. Chalk Farm station closed from 22.50 until the end of traffic after a passenger spilt cooking oil in the ticket hall and then in the lift! The day ended with a northbound train becoming gapped off current at Neasden whilst heading for depot at 23.10. The Jubilee Line was suspended north of Willesden Green (amended from 23.50 to be West Hampstead – Stanmore) and the Metropolitan Line south of Wembley Park. Four trains were stalled between stations, three of them being clear by 23.45. However, one Metropolitan Line train was authorised to return wrong line to Wembley Park after points had been secured, and were released at 00.55. In the meanwhile an assisting Jubilee Line train coupled and pushed the incident train onto current, enabling it to move into depot. What little remained of the service in the early hours resumed at 01.05.

**Friday 12 October** was as follows:

- Victoria Line started up late at 06.00 between Seven Sisters and Walthamstow Central – rail defect at Tottenham Hale.
- District Line suspended west of Putney Bridge 11.55 to 12.45 – loss of traction current and signal main on the (NR) Wimbledon branch. One train was stalled on the approach to East Putney for the duration.
- Waterloo & City Line suspended 20.50 to end of traffic (21.50) – points failure at Waterloo.

On **Saturday 13 October**, the Hammersmith & City Line, only operating west of Aldgate/Liverpool Street, was unable to start up at its intended operational end because of problems with points at Edgware Road associated with overnight work. Once the problem had been resolved, services began at 06.05. The Jubilee Line had two consecutive delays mid-morning, first with an unattended item at Canary Wharf, which suspended the service and closed the station from 10.15 to 10.35. As that incident concluded, an eastbound train at Canary Wharf was unable to move, continuing the suspension (London Bridge – North Greenwich) until 11.05.

The Piccadilly Line was suspended between Acton Town and Uxbridge from 12.35 to 13.50 on **Sunday 14 October** because of a person under a westbound train at South Harrow. The only other problem was Gunnersbury station closing from 22.45 until the end of traffic because of a local power failure which affected all station services.

At 11.25 on **Monday 15 October** an eastbound Metropolitan Line train overran Ickenham station by seven cars. A correspondent on the train reports that the Train Operator announced "brake failure" as the problem, with the train being authorised to continue to Ruislip for detrainment. The same train was then involved with a points failure at Rayners Lane, which suspended both the Metropolitan and Piccadilly lines through the area from 11.45. One stalled eastbound Piccadilly Line train was authorised to return to Eastcote. Services resumed at 12.20. King's Cross LU station closed from 17.35 to 18.00 because of fire alarms activated.

On **Tuesday 16 October** a signal failure at Aldgate suspended the outer rail Circle Line from 10.20 to 11.15. A person ill on a westbound Central Line train at Bank at 18.30 resulted in a 25-minute suspension. Two trains were stalled, one approaching Bethnal Green and one approaching Leyton, both of which reached platforms within 15 minutes.

Both the Metropolitan and Jubilee lines were unable to start up through Willesden Green from the start of traffic until 06.00 on **Wednesday 17 October** because of a cracked rail found during overnight inspection. Metropolitan Line service recovery was then hampered by a SPAD on the northbound approach to Harrow-on-the-Hill at 08.10, resulting in a 25-minute northbound stand and very little heading southbound. Quite how this constitutes a 'minor delay' is beyond the wit of your reporter, who was on one of the northbound trains stalled approaching Harrow.

On **Thursday 18 October**, points failing on the westbound at Woodford suspended the Central Line between there and Leytonstone in that direction only until 15.00. Canary Wharf LU station closed from 15.15 to 15.50 because of a smell of smoke on the station, which was subsequently discovered to be smoke drifting in from outside.

Points failing at Watford suspended the Metropolitan Line between there and Moor Park from 06.40 to 07.30 on **Friday 19 October**, with one train approaching Watford stalled until it was authorised to return to Croxley where it arrived at 07.10. Later in the evening there was a 20-minute delay at Victoria from 21.15 whilst police dealt with a suspect on an inner rail Circle Line train.

Apart from a late start (06.25) to services north of Moor Park, caused by points failing at Watford North Junction, **Saturday 20 October** was uneventful, despite the number of weekend closures and the TUC march in central London. **Sunday 21 October** was the same.

Incident-wise, **Monday 22 October** began after midday with points failing at West Hampstead at 12.50, suspending the Jubilee Line between Finchley Road and Wembley Park, but with a growing queue of northbound trains (in platforms) back from Swiss Cottage. Although the service resumed at 13.30, a person on the track at Canons Park followed which resulted in another 15-minute delay. Another person on the track at Finchley Central resulted in a 25-minute suspension through the area from 17.45. Eastbound Jubilee Line trains non-stopped Westminster from 18.30 to 19.50 because of a problem with the platform edge doors. A signal track circuit failure at Charing Cross caused the Charing Cross branch of the Northern Line to be suspended from 19.35 until 20.10.

**Tuesday 23 October** was thus:

- Metropolitan Line suspended south of Harrow-on-the-Hill 05.50 to 06.35 because of an engineer's train not fully berthed in Neasden depot. The southbound Jubilee Line was also affected, but to a lesser extent.
- Central Line suspended Leytonstone – Liverpool Street 08.45 to 09.10 – passenger ill on a westbound train.
- District and Circle lines suspended through South Kensington 14.45 to 15.05 – obstruction on the eastbound track.
- 20-minute delay to both the Metropolitan and Piccadilly lines through Rayners Lane from 18.30 because of a signal that returned to danger as an eastbound train approached.
- Jubilee Line suspended Canons Park – Stanmore 21.20 to 21.45 – points failing at Stanmore. Trains detained at Canons Park and reversed on the reception road to Stanmore sidings.

Points failing in Highgate sidings from 05.40 on **Wednesday 24 October** meant that no trains could enter service and in consequence the northbound service between East Finchley and High Barnet was suspended until northbound trains filtered through from the central area. Points failing at Barking from 05.55 suspended the District Line east of Plaistow and the Hammersmith & City Line east of Moorgate. One eastbound District Line train stalled approaching was authorised to return to East Ham, arriving at 06.35. Services resumed at 07.05. Later in the evening, with the Hainault Blockade in operation, it proved difficult to reverse trains via the Grange Hill end of Hainault depot as well as using that end for stabling trains after the evening peak – all trains have to run direct to the reception wash road and then either to the inner rail (if returning to service) or 'north' shunting necks (if stabling). As a result some lengthy delays to the service between Grange Hill and Woodford, on one occasion at least an hour, with some eastbound trains being turned short at Woodford or diverted to Debden to alleviate the growing queue of trains – the quart into the pint pot syndrome!

On **Thursday 25 October**, lift defects at Hampstead restricted the station to operate in 'exit only' mode from 09.50 to 11.30, while at 12.05 the eastbound Central Line was delayed for 20 minutes because of a person ill on a train at Liverpool Street.

**Friday 26 October** was thus:

- Hampstead station closed to incoming passengers from 08.00 to 08.35 – further lift defects.
- 25-minute southbound Victoria Line delay from 07.15 – defective train leaving Seven Sisters southbound. The train detained at Highbury and returned to depot.
- 25-minute SSR delay through Moorgate from 08.40 – passenger ill on an eastbound train.
- Wood Green station closed 13.45 to 14.50 – local power failure.
- Central Line suspended through North Acton 19.00 to 19.20 – passenger on track.

- Metropolitan Line's Chesham branch suspended from 18.40 to the end of traffic – points failing at Chalfont & Latimer. A replacement taxi service was implemented Chesham – Amersham. *However, a report has been received that at some time that evening, the A Stock Rail Adhesion Train may have carried passengers to Chesham, but despite extensive enquiries, this cannot be confirmed at present, so therefore remains a mystery.*

And on **Saturday 27 October** –

- Bakerloo suspended Queen's Park – Paddington 06.05 to 07.00 – points failure at Paddington. (The line was already suspended south of Paddington for engineering work). One stalled southbound train was authorised to return to Warwick Avenue, arriving at 06.25.
- Metropolitan Line suspended Harrow – Uxbridge 06.05 to 06.40 – points failure at Rayners Lane. (The Piccadilly Line was already suspended for weekend engineering work).
- District Line suspended Whitechapel – Bromley-by-Bow from 07.20 – points failing at Whitechapel. The line was already suspended between Mansion House and Whitechapel for weekend engineering work. One stalled train was authorised to return to Stepney Green. Services resumed at 09.15.
- Piccadilly Line trains non-stopped Gloucester Road from 09.55 to 11.10 – lift defects.

On **Sunday 28 October** a Network Rail points failure at Wimbledon suspended the District Line west of Putney Bridge from 08.50 to 09.55. Borough station closed from 17.15 to 18.05 because of lift defects. An engineer's train returning from the Hainault Blockade working site stalled at Woodford Junction just after 22.30. Once made mobile, it then returned wrong line to the engineering work area in so doing delayed the service between Woodford and Grange Hill.

A SPAD by a train entering the 'north' end of Hainault depot at Grange Hill at 09.45 suspended the Central Line between Woodford and Grange Hill until 10.20 on **Monday 29 October**. Points failing at Watford South Junction suspended the Metropolitan Line through the area from 11.35 until 12.15. Further lift defects at Gloucester Road caused Piccadilly Line trains to non-stop again from 14.50 to 16.10. The day ended with a 20-minute delay on the southbound Bakerloo Line at Paddington at 23.30 because of 'passenger action'.

**Tuesday 30 October** began with the Waterloo & City Line being suspended from 06.25, just after its start-up, because of a person trackside at Waterloo. One train was stalled between Bank and Waterloo on the westbound until 07.15, with services resuming at 07.40. The Central Line had a troubled beginning to the evening peak with a 25-minute westbound delay at Bethnal Green because of a defective train that was moved in restricted manual to Liverpool Street sidings.

**Wednesday 31 October** was a troublesome day, with the Central Line occupying much of it until after the evening peak. It began with a train becoming gapped off current at Loughton just after 05.30, reportedly because of four negative shoes missing, one from each of the four different units. This suspended the service between Woodford and Epping until 07.20. In the meantime at 06.00, the first westbound train through the road stalled after striking an object on the track west of Holland Park, which turned out to be a dropped shoebeam from a preceding engineer's train that had originated from the Hainault Blockade. The service was suspended between Marble Arch and White City, and a second westbound train was stalled approaching Holland Park, which arrived into the station by 07.00. This was then sent forward to rescue the passengers on the first train, arriving back at Holland Park at 07.50. The upshot was that some 250 yards of current rail had been overturned and 15 'shoes' from both trains had been found on the track. The fact that the second (rescue) train went forward to collect the passengers from the first was not without problems because this train also lost some shoes in the process. It managed to return to Holland Park – just. Following track repairs, the shoes on the two trains replaced and the trains moved out of the way to Ruislip depot, the service resumed at 14.15. The combination of both incidents, as well as the engineering work suspension, resulted in just 21 trains in service in the morning peak over the remaining operational sections of the Central Line. Other incidents included the District Line suspended Putney Bridge – Wimbledon from 05.50 to 06.45 because of a signal failure at East Putney and the Bakerloo Line suspended south of Piccadilly Circus from 08.25 to 10.50 with a person under a southbound train at Waterloo. Because of the number of trains in the area, the passengers on a stalled southbound train approaching Elephant & Castle had to be detrained and walked forward to the station, which was completed by 09.15.