

UNDERGROUND DIARY

APRIL 2013

Apart from a 20-minute signal failure on the eastbound approach to Earl's Court on the District Line at 08.20, **Monday 1 April** was uneventful.

A signal failure at Morden at 07.30 suspended the Northern Line south of Tooting Broadway for 20 minutes on **Tuesday 2 April**. A security alert outside Vauxhall station closed both the Underground and Network Rail stations from 16.40 to 17.15. The day ended with a signal failure on the eastbound approach to Gloucester Road at 21.50, suspending the District Line between Earl's Court and South Kensington and the Circle Line in its entirety. Two trains were stalled between Earl's Court and Gloucester Road. The leading train remained stalled for the duration of the incident but the second train was authorised to return to Earl's Court, arriving there at 22.20. Services resumed at 22.40 but with timetabled disruption until the end of traffic.

There was nothing to report for **Wednesday 3 April**. However, **Thursday 4 April** was thus:

- Piccadilly Line suspended Hammersmith – King's Cross 07.15 to 07.45 – signal failure eastbound at Hyde Park Corner. Cancellations averaged 15 through to the early afternoon.
- Signal indication problems at North Acton suspended Central Line west of White City 15.55 to 17.10. Two stalled trains reached North Acton in turn at 16.20 and 16.30. Service recovery was protracted because of further signalling issues during the evening at Queensway.
- Clapham South station closed 16.55 to 17.45 – passenger action involving an escalator.
- Piccadilly Line suspended east of Arnos Grove 23.55 to 00.45 – signal failure at Oakwood. Three trains were stalled between Southgate and Oakwood, one until 00.20, the other two for the duration.

A person under an eastbound Central Line train at Leyton suspended the Central Line between Liverpool Street and Newbury Park/Woodford from 08.05 on **Friday 5 April**. Three westbound trains were stalled on the approach to Leytonstone, one returning to Snaresbrook by 08.45, the other two until 09.00. By then current rail section switches had been operated and once these two trains had been dealt with, services resumed between Newbury Park/Woodford and Leytonstone. Services resumed at 09.20 with 30 trains cancelled for the morning peak, 20 at midday, reducing to 12 by mid-afternoon. A defect found on points on the northbound Metropolitan Line just north of Neasden resulted in a 5mph speed restriction being implemented at 14.40 for the rest of the day and a reduction of service south of Wembley Park. Nevertheless, there were still 10 trains cancelled for the evening peak and noticeably slow progress through the area, not helped by a signal failure at Baker Street from 15.10 which caused a further 15-minute delay.

With a trouble-free day on **Saturday 6 April** network-wide (apart from planned engineering work), **Sunday 7 April** began with a signal failure at King's Cross at 09.45, suspending the Northern Line between Moorgate and Golders Green/East Finchley (the line was already suspended between Camden Town and Charing Cross for weekend engineering work). However, the Barnet branch was then suspended in its entirety from 09.55 with a failure of the new signalling at High Barnet. Services resumed throughout at 10.55, but the King's Cross failure continued intermittently, causing further delays during the afternoon and early evening. The other event of the day was the Victoria Line suspended south of Highbury from 19.15 to 19.55 because of a Train Operator taken ill on the northbound at Warren Street.

Apart from a local power failure at Gloucester Road, where Piccadilly Line trains non-stopped from 10.20 until 17.30, **Monday 8 April** offered nothing out of the ordinary.

Tuesday 9 April was as follows:

- Victoria Line delays from the start of traffic until 08.00 because of an on-going signal failure northbound at Finsbury Park.
- Southbound Northern Line trains non-stopped Totteridge 08.55 to 09.35 – flooding on platform.
- District and Circle lines suspended through Victoria 10.30 to 12.10 (District Line) and 12.30 (Circle Line) – person under a westbound District Line train.
- The Piccadilly Line service was disrupted with a signal failure on the eastbound at Holborn from 11.25. Trains continued to run through the area under failure conditions until fixed at 13.00.

However, late running trains, crews in the wrong place and signalling computer problems at the east end of the line meant 'delays' through to the end of traffic.

- Central Line suspended Leytonstone – Liverpool Street 16.15 to 17.40 – person under a westbound Central Line train at Stratford.
- Jubilee Line suspended north of Neasden with a limited service north of Willesden Green from 20.20 to 21.05 – points failure at Wembley Park.

On **Wednesday 10 April** a Network Rail signal failure at East Putney disrupted the Wimbledon branch of the District Line from 06.45 and during the morning peak. A person under a c2c train at Barking meant that westbound District Line trains non-stopped from 18.10 to 19.00. Hammersmith & City Line Barking-bound trains were turned short at Plaistow until 19.45.

On **Thursday 11 April**, a late finish to overnight re-railing at Highbury resulted in the Victoria Line starting up late between Seven Sisters and Victoria. The two overnight Brixton stabling trains provided a very limited service at the south end of the line. Trains began running southbound from Seven Sisters at 06.10 but the northbound remained suspended until the southbound trains had filtered into the system to return north. Smoke from a switch room at Bank prevented the station opening from the start of traffic – the connecting Monument station was unaffected. The Northern and Central lines were able to stop from 06.05 but the Waterloo & City Line was suspended from its start of traffic (06.15) until 07.30 while investigations continued. The Northern Line was suspended between Finchley Central and Archway from 09.45 to 10.30 because of two signals failing on the southbound approach to East Finchley.

Friday 12 April began with two signals failing on the westbound Piccadilly Line at Green Park from 05.55. The time taken to pass through the section was such that a much reduced 'special service' was implemented for the morning peak (Cockfosters – Heathrow and Acton Town – Rayners Lane) with one third of the service cancelled. At 09.35 the service was suspended between King's Cross and Hyde Park Corner for repairs to be undertaken, with services resuming at 10.40. It wasn't until the start of the evening peak, however, that Rayners Lane – Uxbridge had a Piccadilly Line service restored. The Central Line was suspended between Leytonstone and Marble Arch from 10.50 because of a person under a westbound train at Bank. The Bank-Monument station complex was closed and therefore the DLR service into Bank was suspended, as was the Waterloo & City Line. A limited service was able to resume between Leytonstone and Liverpool Street from 11.30 with through services from 12.40.

Saturday 13 April was thus:

- Sloane Square station closed 07.10 to 09.05 – flooding.
- Metropolitan Line suspended Baker Street – Aldgate 17.10 to 18.30 – signal failure at King's Cross westbound. The Hammersmith & City and Circle lines continued under failure conditions.
- Piccadilly Line suspended east of Arncliffe 21.15 to 22.10 – person fell on platform at Oakwood close to the platform edge.

Sunday 14 April began with the first southbound Metropolitan Line train running over an obstruction at Willesden Green, suspending the service south of Wembley Park until 07.45. The Charing Cross – Kennington shuttle service (in operation because of weekend engineering work) was suspended from 16.55 to 17.40 because of points failing at Charing Cross.



The only notable event on **Monday 15 April** was a signal problem at Hammersmith on the eastbound Piccadilly Line from 12.00, where an incorrect route (to the eastbound District Line) was offered (and not accepted) to an eastbound train. This resulted in the Piccadilly Line being suspended between Acton Town and Hyde Park Corner and the District Line Earl's Court to Ealing and Richmond. With the offending points steadfastly remaining in the reverse position, the incident train was sent forward empty with a District Line pilotman to West Kensington, where it is seen (*Left*), reversing in the eastbound platform. One stalled District Line and one stalled Piccadilly Line train were both in platforms by 12.30, but one eastbound District Line train which had departed Ravenscourt Park was authorised to return there, arriving at 12.35. One further Piccadilly Line train was diverted to West Kensington because the points would still not normalise. Services were able to resume at 13.05 after a temporary fix.

Photo: Ed Mackintosh

On **Tuesday 16 April**, a signal failure at Edgware Road meant that all eastbound trains had to run through platform 2 between 16.45 and 18.30. This platform is normally used for

reversing Circle Line trains and in consequence, these reversed in platform 3 with District Line trains to Edgware Road being turned short at High Street Kensington. At 21.15, a loss of the signal main current between Finchley Road and Marlborough Road disused station suspended the Metropolitan Line south of Wembley Park. One northbound train was stalled approaching Swiss Cottage disused station, arriving at Finchley Road just after 22.00. The resulting congestion caused by Metropolitan Line trains from the City waiting to proceed north of Baker Street also caused disruption to the Circle and Hammersmith & City lines. Services resumed at 22.20.

Wednesday 17 April was thus:

- Southbound Northern Line via Charing Cross suspended southbound Camden Town – Kennington 06.45 to 08.15 – person under a southbound train at Euston.
- Wood Green station closed 09.20 to 11.25 – local power failure.
- Gloucester Road (Piccadilly Line side), Victoria (LU) and Knightsbridge stations closed from 13.15 – area power failure. Reopened at 13.40, 14.25 and 17.30 respectively.
- Russell Square non-stopped by westbound trains and station way out only for eastbound passengers 14.15 to 15.15 – lift defects.

On **Thursday 18 April** the Piccadilly Line was suspended King's Cross – Hammersmith from start to 06.50 because of a person walking on the track at Hyde Park Corner, heading east towards Green Park. A track fire on Network Rail points just north of Queen's Park southbound (Up line) at 06.10 suspended the Bakerloo Line north of Paddington. One (Bakerloo Line) train was stalled at the southbound junction home signal at Queen's Park until 07.35. The offending points were then secured for London Overground services to resume. The Bakerloo Line resumed Paddington – Queen's Park at 07.50 and a 3-train shuttle Harrow – Kilburn High Road (empty from/to Queen's Park) at 08.30. This remained the case until 20.15 when the service north of Queen's Park was suspended until the close of traffic to allow repair work to take place. Knightsbridge station was closed from 10.50 because of smoke from an electrical switch room. The 'west' (Harrod's) end reopened at 11.35, closing again from 14.20 to 14.55. The east end remained closed for the rest of the day. A defective C Stock train at Barking with an air burst suspended the Hammersmith & City

Line east of Moorgate from 14.40 until 15.20 – the District Line continued to operate but with reported ‘minor’ delays. Bounds Green station closed from 15.10 to 20.50 following a local power failure. At 20.20 a stabling District Line train became derailed entering Upminster depot involving east end DM car 7095. The service was unaffected with only minor revisions to later stabling.

Friday 19 April was an equally ‘challenging’ day, which began with a repeat signal failure at Edgware Road at 08.40 (as on the previous Tuesday, with the same service implications). The District’s Edgware Road service resumed at 09.55 with a further suspension from 11.30 to 11.55.



Above: A District Line train accepted a wrong signal at Hanger Lane Junction just before midday and was diverted to South Harrow, first being detrained on the westbound at North Ealing, where it is seen departing (*Left*) and returning eastbound passing through Park Royal (*Right*). This was the second train of the day that had ventured onto the Piccadilly Line to and from South Harrow, the first instance being at 07.20.

Both photos: Paul McLauchlan

The Metropolitan Line was suspended between Moor Park and Watford from 12.20 because of a loss of signal main current between Croxleyhall (substation) and Watford. Once the fault was found, services resumed at 16.05. A Network Rail signal failure at East Putney from 18.50 resulted in a reduced service on the Wimbledon branch and a 25-minute suspension from 21.00 while repairs were undertaken. The Circle and Hammersmith & City lines also suffered a 25-minute stand from 20.30 because of a person reported on a bridge between Latimer Road and Wood Lane. A further 25-minute delay occurred at High Street Kensington from 22.30 because of a SPAD by an eastbound District Line train.

There was nothing untoward to note for **Saturday 20 April**, nor **Sunday 21 April**.

Monday 22 April was as follows:

- 35-minute eastbound Piccadilly Line delay from 16.55 – defective train at Earl’s Court, which was worked forward in slow speed to Down Street disused station and thence back into the siding.
- Central Line suspended Marble Arch – White City 19.00 to 19.45 – fire in tunnel roof on the westbound approach to White City.
- Northern Line suspended Camden Town – Edgware 19.05 to 19.30 – track fire at Golders Green.

Tuesday 23 April offered the following:

- A derailment in Upminster depot involving DM car 7080 at 17.10 had only a minor effect on the service with altered arrangements for train stabling.
- A further signal failure at Edgware Road (see also 16 and 19 April) had the same effect with the District Line suspended east of High Street Kensington from 16.00 to 17.00. Edgware Road service suspended again 19.45 to 21.15 – signal failure at High Street Kensington. One train was stalled on the approach to High Street for an hour.
- Both District and Piccadilly lines delayed through Acton Town from 17.30 until late in the evening because of signalling problems at Acton Town.

- Northern Line suspended north of Finchley Central 23.40 to 00.30 – signal failure at High Barnet. Also suspended north of Camden Town northbound from 00.15 to 00.45 with a person ill on a train at Tufnell Park.

On **Wednesday 24 April** a person under a westbound train at Turnpike Lane at 16.40 suspended the Piccadilly Line between Arnos Grove and King's Cross until 18.00. The resultant displacement of train crews saw a special service between Cockfosters and Heathrow implemented for the rest of the day, with a shuttle between Acton Town and Rayners Lane. Two signals failing on the westbound approach to King's Cross suspended the Metropolitan Line to the City from 19.00 to 21.00 with the Circle and H&C services continuing through the area under failure conditions.

Signalling problems in the Leyton area from 08.30 on **Thursday 25 April** proved problematical to rectify with a number of cancellations to ease the flow of trains in consequence. These had reached ten by lunch time with the fault finally being fixed by 14.00. Metropolitan and Piccadilly Line services were suspended through Rayners Lane from 15.55 to 16.50 because of points leading to the siding failing on the westbound. Another signal failure at Edgware Road occurred from 18.15, with a 40-minute suspension of the District Line's Edgware Road service. A person ill on a train at Highgate suspended the Northern Line north of Archway (except for the Mill Hill shuttle) from 21.45 to 22.35.

Friday 26 April was thus:

- District Line suspended west of Putney Bridge 05.05 to 05.30 – defective C Stock train on the approach to Wimbledon.
- Metropolitan Line suspended south of Wembley Park 14.20 to 15.00 – track defect northbound at Finchley Road. This was discovered just before 13.00 and with a 5mph temporary speed restriction imposed, it was considered desirable to effect repairs as each train was taking some 7 minutes to pass through the area, and with a 3½-4 minute timetabled service, blocking back was soon in evidence.
- Central Line suspended west of White City 22.50 to 23.25 – westbound train ran over a discarded shopping trolley departing North Acton.

Saturday 27 April began with the Bakerloo Line suspended north of Queen's Park until 06.10 because of a Network Rail signal failure at Kensal Green. The Metropolitan Line's Chesham service was suspended from 22.05 for an hour because of a signal failure on the southbound approach to Chalfont & Latimer. The train stalled on the single line was authorised to return to Chesham.

Sunday 28 April began with a points failure at Bromley-by-Bow from 06.20, suspending both the Hammersmith & City and District lines in the area until 07.00. The Victoria Line had an early morning signal failure at Warren Street, which caused a 30-minute delayed start from 07.15. Hampstead station closed from 15.20 to 17.25 because of lift defects, while the Uxbridge branch of the Piccadilly Line was suspended from 16.00 to 16.55 because of a person ill on an eastbound train at South Harrow.

A positive traction earth in the Clapham North area from 06.20 on **Monday 29 April** caused delays for the Northern Line south of Stockwell until the early afternoon – a small obstruction on a positive rail was removed. A Network Rail signal failure at Wembley Central from 07.35 culminated in a suspension north of Stonebridge Park from 09.30 to 10.00. An obstruction in points at Gunnersbury Junction suspended the Richmond branch of the District Line from 13.35 to 15.10. The Ealing service was also suspended while a train stalled approaching Gunnersbury was returned to Turnham Green.

The end of the month on **Tuesday 30 April** offered the following:

- Metropolitan Line suspended south of Wembley Park 08.20 to 09.00 – SPAD by a northbound train on the starting signal at Neasden. The train was authorised to return to the platform.
- Russell Square station closed 11.25 to 12.10 – lift defects.
- Further traction current problems on the Northern Line from 18.20, with the southbound City branch suspended 19.15 to 19.35 while sections of track were checked for a traction earth.