

UNDERGROUND DIARY

OCTOBER 2013

Tuesday 1 October began with points failing at Stanmore at 06.20 which continued intermittently throughout most of the morning, with two separate suspensions north of Wembley Park in consequence. District and Circle Line services were suspended through Tower Hill from 07.00 to 07.40 because of points failing at Tower Hill. Just before 07.30 a southbound Metropolitan Line train became stalled near Marlborough Road disused station, suspending the service south of Wembley Park. A number of trains were stalled, that behind the incident train being authorised to return to Swiss Cottage disused station and then across the crossover to Finchley Road (northbound), arriving at 07.45. Other trains stalled south of Wembley Park were then worked forward in turn to detrain at Finchley Road and then reverse south to north at Swiss Cottage. However, one train was sent forward to the stalled train to cross-transfer and take its passengers back to Finchley Road, which was completed by 08.50. The incident train then moved off to Baker Street, enabling services to resume at 09.05. Escalator defects closed Highbury & Islington station from 18.55 to 20.10 while a local power failure closed Parsons Green station from 21.35 to 23.00.

Two signals failing on the eastbound at Farringdon at 13.05 on **Wednesday 2 October** suspended all LU services through the area. Three eastbound trains were stalled, the first two arriving in turn at 13.40 and 13.50, while the third in the queue was authorised to return towards King's Cross and across the crossover into the westbound platform, arriving at 13.30. H&C and Circle services resumed at 14.05 and the Metropolitan Line into the City at 14.40. All three lines were again suspended later from 19.25 in the Aldgate area because of a signal failure approaching the North Junction, not resuming until 21.25.

Thursday 3 October kicked off with points failing at Rayners Lane, suspending the Piccadilly Line west of South Harrow from 06.50 to 08.05. The Metropolitan Line was largely unaffected. A local power failure saw South Kensington station close at 14.10. However, the District and Circle lines were able to stop again from 14.55 but the Piccadilly Line continued to non-stop until 17.40. The day ended in the early hours of Friday with a signalling problem approaching Harrow North Junction, which resulted in a SPAD at 00.40. The train was eventually authorised to set back behind the signal and continued after a delay of 55 minutes.

On **Friday 4 October**, points failing at Aldgate North Junction suspended the Metropolitan, Circle and Hammersmith & City lines from 06.50. The Metropolitan and Hammersmith & City lines were able to resume at 07.35 but the inner rail Circle remained suspended until 09.30. Service recovery on the Metropolitan Line was hampered by a signal failure at North Harrow from 10.05, which continued until just after midday.

Saturday 5 October was thus:

- Northern Line suspended Camden Town – Archway (suspended north thereof because of weekend engineering work) from start until 06.20 – engineers' trains late entering work-site.
- Piccadilly Line suspended Barons Court – Acton Town and District Line suspended Earl's Court – Richmond and Ealing Broadway from start until 07.00 because of a track defect at Stamford Brook. Piccadilly Line service recovery was then hampered by a 'technical' SPAD in Acton Town east sidings at 08.10 and a separate failure on the eastbound, with trains having to work through the area under failure conditions until 09.00. The Uxbridge branch was solely in the hands of the Piccadilly Line because of Metropolitan Line weekend engineering work and thus a very sparse service operated to Uxbridge during the recovery process, which took until mid-afternoon to stabilise.
- District Line suspended west of Putney Bridge 14.00 to 14.45 – person under a main line train at Wimbledon.
- Bayswater station closed 18.40 to 20.20 – local power failure.

A signal failure on the westbound approach to Edgware Road resulted in delays through the area and a number of cancellations for the Circle and Hammersmith services from 07.20 on **Sunday 6 October**. To free up space to reverse trains, the District Line was suspended east of High Street Kensington until 09.00.

Monday 7 October was thus:

- Russell Square station closed 08.50 to 10.00 – lift defects.
- Northern Line suspended north of Archway 09.45 to 10.10 – defective train northbound at Highgate.
- South Ruislip station closed 13.35 to 14.20 – person ill on platform.
- Northolt station closed 22.30 to 23.00 – local power failure.

On **Tuesday 8 October**, the Bakerloo Line was suspended south of Paddington from 08.55 for an hour because of a track fire on the northbound at Regent's Park. Eastbound trains non-stopped Manor House station from 13.55 to 14.40 because of insufficient lighting. The Central Line was suspended between Leytonstone and Woodford via Newbury Park from 19.50 when an inner rail train became gapped off current approaching Hainault. Passengers on the incident train were detrained via the platform ramp, the train being just close enough to the station, which was completed within 20 minutes. A plan to acquire a train to 'pull' the defective train into the station and depot was thwarted when points failed. Services eventually resumed at 21.55. Probably the main event of the day was a defective S8 train at King's Cross westbound at 17.20, suspending the three SSR services through the area. Although movement was gained at 17.40, the train could only move in slow speed to Wembley Park. It took until 18.40 for the train to reach Wembley Park platform 1, thereby decimating the Metropolitan Line timetable. It was further disrupted from 19.30 when the defective train stalled whilst proceeding to the flyunder, suspending the service south of Harrow. Six trains were stalled between stations, three for no more than 10 minutes, the other three varying between 35 and 50 minutes. However, it was necessary to detrain a northbound Metropolitan Line train at Neasden, this platform now only being used for real emergencies, of which this was undoubtedly one. Because the exit at the south end of the station is no longer available, the full train load of passengers had to go to the northbound Jubilee Line platform via the subway at the north end. The defective train was finally clear (back in platform 1) by 20.30 enabling services to resume, but only north of Wembley Park because the only trains available were at the north end of the line, while others had been stabled early. Services resumed to Baker Street at 21.30 but remained suspended to the City for the rest of the day, with half the 35-train service cancelled. The offending train remained in platform 1 until the end of traffic, being worked to depot at 01.20.

Alleged 'passenger action' at Bond Street northbound on **Wednesday 9 October** suspended the Jubilee Line between Waterloo and Finchley Road from 08.35 to 09.30, with one train stalled behind until 09.20. Quite what the 'passenger action' was, wasn't made clear. A multiple signal failure at Arnos Grove at midnight brought the eastbound Piccadilly Line to a stand until 00.45. There were 17 eastbound trains affected, which were held in platforms after two stalled trains had been moved, the first at 00.10 and the second at 00.25.

An intermittent signal failure on the westbound at Stratford from 11.55 on **Thursday 10 October** caused delays and cancellations on the Central Line, made worse from 16.40 because of a points failure at British Museum disused station, suspending the service between Liverpool Street and White City. Some 25 trains out of 79 were cancelled for the evening peak. The Bakerloo Line was suspended north of Stonebridge Park 12.55 to 14.00 because of a person under a Down main line freight train at Harrow & Wealdstone. The station remained closed until 14.20.

On **Friday 11 October**, points failing at Aldgate North Junction at 14.30 suspended Metropolitan, Hammersmith & City and Circle Line services through the area. The District Line was also delayed for some 20 minutes while points were secured to allow a Hammersmith & City Line train to be returned to Aldgate East, arriving at 15.10. Services resumed at 15.35 but during the shutdown, one S7 train made its way into Farringdon sidings – which didn't fit, thereby causing further delays while this problem was dealt with. Later in the day at 20.10 the combination of a wrong signal offered (and accepted) and a SPAD at Harrow North Junction disrupted the Metropolitan Line service. One southbound train had been misrouted into platform 2 at Harrow-on-the-Hill, which was reversed and sent back northbound, while the northbound 'local' train involved with a SPAD was authorised to set back behind the signal. Movement through the area was achieved at 20.55 but with 'severe delays' and 10 trains cancelled. This aggravated the return football traffic at Wembley but despite the service status, all passed off without further problems. A person ill on an eastbound train at Leytonstone from 22.10 to 22.40 suspended the Central Line between Leytonstone and Hainault via Newbury Park. Epping trains were able to 'run round' via platform 2 whilst Hainault trains also used this route but had to go via Woodford.

There was nothing to report for **Saturday 12 October**.

There were two 'late starts' on **Sunday 13 October**, with Angel station remaining closed until 07.30 because of a defect with the fire alarm system, and the westbound Central Line suspended between Leytonstone and White City until 07.40 because of a late finish to overnight re-railing. A track fire on the junction at Gunnersbury at 12.20 suspended the District Line service to Richmond. One eastbound train was stalled west of Gunnersbury which was authorised to return to Kew Gardens, arriving at 12.55. What was thought to be an 'all clear' at 13.25 turned out not to be the case and the train which had left Kew Gardens then stalled across Gunnersbury Junction with no traction current. There was just one passenger on the train, who was detrained via the track by 15.10. Cable damage was discovered and services didn't resume until 18.25 after repairs had been completed. A signal track circuit failure on the northbound approach to Finsbury Park from 20.40 resulted in 'delays' for the Victoria Line for the rest of the day. The extended time it took for trains to work through the failure area and consequent late running resulted in crewing issues and even more extended gaps.

On **Monday 14 October** St. Paul's station closed from 09.15 to 10.00 because of a report of smoke. A person under an eastbound train at Russell Square suspended the Piccadilly Line between Hyde Park Corner and King's Cross (Arnos Grove when traction current was off) from 15.40 to 16.45. As a result some 22 trains were cancelled for the evening peak.

Tuesday 15 October began with a late start for the Victoria Line because of a cracked rail on the northbound between King's Cross and Highbury. Fortunately being on the northbound, trains were able to enter service and head south ready for service resumption which came at 06.30. A signal failure on the approach to Watford suspended the Metropolitan Line between there and Moor Park from 15.05. The train stalled at the northbound home signal was authorised to return to Croxley, arriving at 15.45. The service resumed at 17.15. An empty stock eastbound Jubilee Line train with a compressor defect stalled at Waterloo from 15.35 to 16.00. The day ended (in the early hours of Wednesday but in Tuesday's traffic day) with a signal failure eastbound at Hatton Cross at 00.40. This involved three trains and effectively suspended the service until the end of traffic. The first was delayed on the westbound approach to Hatton Cross until 01.30, with the two behind terminated at Hounslow Central.

On **Wednesday 16 October** external building work at Mansion House and consequential excessive noise on the platform resulted in Circle Line S Stock trains non-stopping 08.15 to 10.05 and 12.35 to 14.00 because the staff allocated to the platform to attend them because of the platform gaps had to be moved to a place of quiet. Two signals failing on the eastbound at St. James's Park from 18.45 resulted in delays for the District Line and the suspension of the inner rail Circle Line until 19.35.

Thursday 17 October began with a signal failure between Stepney Green and Whitechapel from 05.50. Trains initially struggled through under failure conditions, but the Hammersmith & City Line was suspended east of Moorgate from 06.20, resuming at 08.55. As a result, 15 District Line and 7 Hammersmith & City Line trains were cancelled for the morning peak. To assist the sparse District Line services, Piccadilly Line trains made an additional stop at Turnham Green for a period of time. Angel station closed from 14.45 to 15.30 because of escalator defects. A SPAD on the northbound station starting signal at Neasden at 17.25 caused a 20-minute delay while the train was authorised to set back behind the signal. Blocking back on the northbound Metropolitan Line tailed back close to Baker Street.

A signalling computer failure at Neasden prevented the Jubilee Line from starting up at the north end of the line until 05.50 on **Friday 18 October**. A fire alarm activation closed Walthamstow Central LU station from 08.50 to 09.20, with trains running empty from and to Blackhorse Road in consequence.

On **Saturday 19 October**, damaged points at West Kensington East Junction resulted in them being secured for through running to Ealing and Richmond from the start of traffic, meaning no service to Olympia throughout the day.

A signal track circuit failure at Aldgate North Junction at 11.40 on **Sunday 20 October** suspended the outer rail Circle Line, Hammersmith & City Line east of Moorgate and the Metropolitan Line between Baker Street and the City. Two trains were stalled on the approach to the failure, eastbound until 12.00 and westbound until 12.25. Services resumed at 12.30. The Metropolitan Line was again suspended, this time between Chalfont & Latimer and Amersham from 14.10 to 14.55, because of a signal failure at the latter. A westbound Piccadilly Line train became stalled

approaching Hatton Cross at 17.40 for 15 minutes because of a problem with a pair of doors that were allegedly found to be “slightly ajar”. The train was detrained at Hatton Cross and sent to Northfields depot. The incident made local TV news on Wednesday 23 October with the headline “Baby in buggy in Tube open-door scare” as there was a buggy close to doors which were reported to have opened “7-10cm” or “about 5cm”.

The only notable incident on **Monday 21 October** was a person ill on an eastbound Central Line train at Tottenham Court Road at 18.45. Whilst the initial delay was just 15 minutes, the Central Line side of the station was closed until 19.45.

On **Tuesday 22 October**, apart from an intermittent signal failure on the northbound Bakerloo Line at Piccadilly Circus from 16.30, causing an initial 15-minute delay, with the problem continuing through the affected trains working through under failure conditions until 17.50, the day was uneventful.

Wednesday 23 October began with a late start (05.45) to the District Line’s Wimbledon branch because of incomplete work on points at East Putney. However, the westbound starting signal at East Putney continued to ‘fail’ reducing the service west of Putney Bridge until fixed at 10.30. Bounds Green station closed from 08.45 to 09.50 because of escalator defects.

Thursday 24 October was thus:

- District and Circle lines suspended through Sloane Square 13.05 to 13.50 – defective D Stock train. With an additional Train Operator being sought, the train was propelled to Mansion House bay platform.
- District Line suspended east of Barking and Hammersmith & City Line suspended east of Moorgate 14.45 to 15.25 – signal failure in Barking sidings which impacted on through services. District Line trains took advantage of reversing in the bay platform in lieu of short-tripped trains on the H&C.
- Walthamstow Central platform 1 out of use 15.45 to 18.35 – track defect. Seven trains cancelled for the evening peak in consequence to ease ‘train working’ in the area.
- Central Line suspended Hainault – Woodford 18.15 to 19.15 because of signalling problems at Grange Hill.

The District and Circle lines were suspended through Gloucester Road from the start of traffic on **Friday 25 October** because of incomplete work on points. Services to High Street Kensington began at 05.55 and the District through the central area and Circle Line at 06.15. The only other notable incident was an intermittent signal failure at Morden from 15.40 which cause an initial 20-minute delay. The failure continued on and off until 21.00 with platform 2 being available only for depot trains from 18.00.

The Jubilee Line was suspended between Waterloo and Finchley Road from 14.50 on **Saturday 26 October** when a westbound train stalled after departure from Westminster. Once movement in restricted manual mode was obtained the train detrained at Green Park and was then authorised to be sent ‘wrong line’ back to Charing Cross. Services resumed at 15.30. The Bakerloo Line was suspended south of Paddington from 20.10 and south of Piccadilly Circus from 20.40 because of a defective southbound train at Waterloo, which was found to be arcing. Once the fault had been isolated the train was sent to London Road depot with services resuming at 21.00.

The third stage of the new signalling on the Northern Line was commissioned from the start of traffic on **Sunday 27 October**, covering the section Chalk Farm/Highgate – Angel/Euston (Charing Cross branch). The first two trains were delayed on the northbound at Angel from 07.40 while a trainstop issue was resolved, enabling normal working from 08.05. Other than that, the day was uneventful.

Monday 28 October was dominated by the aftermath of the high winds and heavy rain storms that hit much of the south of the UK, with the London area on the receiving end in the early morning. Faring very badly were the main line Train Operating Companies, including London Overground, with most of them having decided not to start at their normal times. Most of the problems on the Underground were because of uprooted and fallen trees, services affected as follows:

Jubilee Line – Tree on track at Canons Park. Suspended north of Wembley Park 06.55 to 08.15.

Northern Line – Trees on track variously at Colindale, Edgware, Woodside Park, East Finchley and West Finchley. Service suspended north of Archway and Colindale from 06.40. Archway to High Barnet and Mill Hill East resumed at 08.20, to Edgware at 08.55. Another tree dangerously

overhanging south of Brent Cross suspended the service north of Golders Green from 12.45 to 14.45.

Piccadilly and District lines – Trees on track variously at Acton Town, South Ealing, Osterley, Hounslow Central, Park Royal and Alperton. Piccadilly Line suspended west of Acton Town and District Line suspended Turnham Green – Ealing Broadway from 06.45. Passengers on a stalled eastbound train between Ealing Broadway and Ealing Common, with a tree blocking either side, had to stay put until 08.35. Piccadilly Line resumed to Northfields at 07.40, Heathrow at 08.25 and Rayners Lane at 14.10. District Line resumed to Ealing Broadway at 14.25. Moreover, an eastbound C Stock train struck an overhanging tree approaching Southfields at 05.55, damaging DM 5568. There was no serious delay in this instance, other than the train being taken out of service.

Bakerloo Line – Tree on the track at Kenton. Suspended north of Stonebridge Park from 06.55 to 08.50 and again from 09.50 to 10.35. A further fallen tree north of South Kenton and a dangerously overhanging bush north of Kenton resulted in a much reduced service from 17.55 until clear at 19.20.

Central Line – Trees on track variously at Hainault, Theydon Bois, South Woodford and Epping. Services suspended east of Leytonstone from 06.55. Services resumed at 08.50.

Metropolitan Line – Trees on track variously at North Harrow, Pinner, Northwood, Moor Park and Croxley. Service suspended Harrow – Amersham/Chesham/Watford from 06.45. Resumed at 09.30.

Out of a network total of 536 trains, 143 were cancelled for the morning peak, comprising 14 (Jubilee), 12 (Northern), 39 (Piccadilly), 7 (Bakerloo), 34 (Central), 5 (C&H), 16 (District) and 13 (Metropolitan). The difference of 3 is represented by one on the Waterloo & City Line (platform staffing issues at Waterloo) and two on the Victoria Line because of no Train Operators.

The under-par services on some lines resulted in local station closures to prevent overcrowding, mostly at Oxford Circus and King's Cross, while on the other hand the Waterloo & City Line, which is normally 'heaving' with passengers in the morning peak and queuing down the stairs and ramp at Waterloo, reported just a handful of passengers on each train because of no main line services.

Tuesday 29 October was the calm after the storm with the only incident being a late start to the northbound Metropolitan and Jubilee lines because of a rail defect north of Dollis Hill. The Metropolitan Line started up between Baker Street and Wembley Park and the Jubilee Line between Willesden Green and Stanmore, both at 06.25.

On **Wednesday 30 October** a signal failure on the southbound fast line at Wembley Park at 07.05 brought the southbound Metropolitan Line to a stand for 25 minutes while points were secured. District Line services were reduced to and from Wimbledon between 07.25 and 08.40 because of a signal failure west of Putney Bridge – C Stock trains reversed at Putney Bridge in consequence. A person ill on an eastbound train at Euston Square at 12.25 resulted in a 25-minute shutdown. The Metropolitan Line to the City remained suspended until 13.25. Difficulties with the new signalling resulted in a 20-minute delay on the northbound Northern Line at Angel from 15.30. The southbound Victoria Line was delayed for 20 minutes from 22.35 because of a person ill on a train at King's Cross. However, the southbound service continued to non-stop until 00.35.

The Northern Line had a troubled morning on **Thursday 31 October**, beginning with a signal failure at Golders Green, preventing northbound trains running through to Edgware until 06.05. Three signals failing on the southbound between Golders Green and Hampstead from 08.40 resulted in an initial 15-minute delay. Four Golders Green depot stabling trains were taken out of service early and two others were diverted onto the Barnet branch. At 11.10 the Mill Hill shuttle train became defective at the terminus, suspending the service until 13.20, with a taxi service being implemented in lieu. Apparently the Train Operator's 'key' snapped in the lock, rendering the train immobile, which was eventually worked to Finchley Central, being propelled from the rear cab with an additional Train Operator. The day ended with a loss of signal mains in the Harrow area, bringing the Metropolitan Line to a stand and also the Piccadilly Line with the same problem in the South Harrow area. Although signal main current was gradually restored, signal 'failures' meant some points having to be secured. Trains to Uxbridge resumed at 00.40 followed by Watford, Amersham and Chesham at 00.55.