

UNDERGROUND DIARY

OCTOBER 2015

The only two incidents of note on **Thursday 1 October** were a SPAD on the southbound approach to Queen's Park at 07.15 causing a 20-minute delay, and Victoria LU station closing from 07.15 to 07.50 because of a fire alarm activated.

Friday 2 October was thus:

- Jubilee Line suspended Waterloo – Canary Wharf 08.20 to 10.25 – signal failure at London Bridge. Crowd control at neighbouring stations resulted in Central Line trains non-stopping Bank from 09.05, Bank station closing at 09.15 (until 09.35) and the Waterloo & City Line suspended in consequence (until 09.45).
- Bakerloo Line suspended north of Queen's Park 14.40 to 15.20 – lighting equipment fell onto track at the north end of Queen's Park shed. Two trains were stalled between stations (one approaching Queen's Park, the other approaching Kensal Green), both until 15.10.
- Southbound Northern Line via Charing Cross suspended 16.55 to 17.45 – points failure at the converging junction just north of Mornington Crescent. One train was stalled between stations until 17.35. Services resumed at 17.45 but segregated on the southbound, i.e. southbound trains from Edgware via Bank and southbound trains from the Barnet branch via Charing Cross. Seven trains cancelled for the evening peak.
- Piccadilly Line suspended Acton Town – Hyde Park Corner 22.35 to 23.20. Eastbound train ran over a train equipment case which had been shed by the previous train at Barons Court and had become wedged underneath. The District Line was also delayed for some 25 minutes in the process.

On **Saturday 3 October** a Network Rail signal failure at South Kenton at 06.45 had little serious impact on the Bakerloo Line but when the failure re-occurred at 08.25 there was a suspension north of Stonebridge Park from 09.45 to 10.30 while the fault was dealt with. The District/Piccadilly station at Hammersmith closed from 13.00 to 13.30 because of a fire alarm activated.

The Piccadilly Line had a 40-minute late start at the east end of the line on **Sunday 4 October** because of a late finish to overnight work on points at Cockfosters. The first westbound train departed at 07.30. A signalling problem at Chalfont & Latimer from the start of traffic delayed the first train from Chesham by 30 minutes. Hammersmith District/Piccadilly station closed from 12.10 to 12.35 because of an evacuation exercise in the adjoining shopping complex! A signal track circuit failure at Whitechapel set the District Line into 'delays' mode from 13.50, with the Hammersmith & City Line suspended east of Moorgate until 14.15. A repeat failure at 16.00 resulted in another H&C suspension east of Moorgate through to 17.40. The District Line, however, was also affected by a signal failure westbound at South Kensington at 16.30, bringing the service to a stand for 20 minutes. Because of 'congestion' around Baker Street and Edgware Road (engineering work meant no C&H trains to Hammersmith), the Metropolitan Line's City service was curtailed at Baker Street until 17.35.

On **Monday 5 October**, the Barnet branch of the Northern Line was suspended from 08.00 to 08.30 because of a signal failure northbound at Tufnell Park. Two signals failing on the northbound approach to Wembley Park suspended the Metropolitan Line south of Wembley Park from 13.35. One train was stalled approaching Wembley Park for 30 minutes. Services resumed at 14.05 with all northbound trains running via the 'fast' but from 14.40 this was changed so that trains ran via the northbound 'local'. The failure re-occurred at 15.55 and trains ran via the northbound 'fast' once again. However, the desire to serve Preston Road and Northwick Park on the northbound saw a limited service introduced from 20.00 with selected trains being reversed south to north in Neasden depot to achieve this.

Wimbledon Park station closed from 07.25 to 07.50 on **Tuesday 6 October** because of insufficient platform lighting. Apart from a signal failure at Earl's Court eastbound Piccadilly Line and a person ill on a westbound train at Whitechapel, neither of which were too service-disrupting, the rest of the day passed off without incident.

The start of **Wednesday 7 October** was marred by signal failures at various SSR locations:

- Services through Baker Street suspended from 04.55 – signal track circuit failure. C&H resumed at 06.05 under failure conditions but suspended again 06.25 to 07.20.
- Delays through Stepney Green westbound from the start of traffic until 06.40 – signal failure.

- All services in the Aldgate area suspended from 05.35 – signal failure between Minories Junction and Aldgate East, trapping one train approaching Aldgate East until 06.15. All services (q.v.) resumed at 07.30.

As a result a total of 23 trains were cancelled across the SSR lines. Moreover, King's Cross, Russell Square and Holborn stations all had to close for part of the peak to prevent overcrowding from the SSR problems. Service recovery was then hampered by a multiple signal failure on the westbound approach to King's Cross at 12.30 with trains taking 20 minutes to traverse the failure area, with the Metropolitan's City service suspended and a reduced C&H service remaining. With clear signals at 13.50 the Metropolitan Line resumed to the City shortly after. Points failing at Camden Town from 13.30 brought much of the Northern Line to a stand – Golders Green/East Finchley and Stockwell – until 14.15. From then the southbound service was segregated with trains from Edgware running via the City and from the Barnet branch via Charing Cross.

The only incident to mar **Thursday 8 October** was a signal failure on the eastbound Piccadilly Line between Manor House and Turnpike Lane from 17.20. With each train taking 15-20 minutes to pass through the area and therefore only half of the scheduled eastbound service was able to operate through the failure area – some 20 trains were cancelled throughout the evening peak. Clear signals were eventually obtained at 20.15 but the service remained in tatters for the rest of the day.

There was nothing out of the ordinary to note for **Friday 9 October**.

The only two issues on **Saturday 10 October** affected (1) the Central Line because of the rolling stock situation now biting at weekends with between 5 and 7 trains cancelled during the daytime 'busy' and (2) a multiple signal failure at 21.40 between Kilburn and West Hampstead on the southbound Metropolitan Line. This resulted in Baker Street trains being terminated at Harrow (and reversed in Neasden depot) while City trains, having been delayed by the failure, were turned short at Baker Street, a situation that remained until the end of traffic.

Sunday 11 October was incident free.

Two signals failing on the southbound between Swiss Cottage and Marlborough Road disused stations marred the start up on the Metropolitan Line on **Monday 12 October**. A number of trains were cancelled because trains had to pass through the area under failure conditions until clear at 07.30. Blackhorse Road station closed from the start of traffic until 08.55 (London Overground station until 06.30) because of insufficient station lighting. Walthamstow Central LU station then closed from 07.45 to 08.20 because of escalator defects. In reality during this latter period, trains ran empty between Tottenham Hale and Walthamstow because of Blackhorse Road already being closed. A westbound Piccadilly Line train stalled approaching Manor House at 06.55. It moved off at 07.25 in slow speed to King's Cross where it was reversed west to east with the hope of normal speed eastbound. This, however, was not possible and thus the train was committed to continue eastbound in slow speed to Arnos Grove sidings, where it arrived at 09.05. In reality, there was no westbound service in front of the defective train as far as King's Cross from 06.55 to 08.00 and similarly eastbound between King's Cross and Arnos Grove from then until 09.05. A total of 15 trains were cancelled for the morning peak and through into the early afternoon. The Waterloo & City Line was suspended from 10.30 to 11.40 with points failing at Waterloo.

The SSR lines had a late start on **Tuesday 13 October** with a signal failure westbound at King's Cross, with first trains through the (continuing) failure area at 05.45. The Metropolitan Line service into the City was suspended with the C&H struggling through under failure conditions although services were 'held' on occasions. Clear signals were obtained at 07.40 with the Metropolitan Line to the City resuming at 08.10. Six Metropolitan and 10 C&H trains were cancelled for the morning peak.

On **Wednesday 14 October** a lift stalled in the shaft at Blackfriars at 06.45, trapping those within until 07.50. A Network Rail signal failure at Wimbledon from 13.10 resulted in a reduced service west of Parsons Green until 15.00.

The only incident of note on **Thursday 15 October** was the closure of Tottenham Court Road station at 08.55 because of escalator defects. The station was able to reopen to exiting passengers from 09.10 and was fully open from 09.45.

Friday 16 October was thus:

- A positive traction earth between Holloway Road and Russell Square caused 'delays' to the Piccadilly Line from 08.30 – Holloway Road station closed until 09.10 while staff investigated. A

glowing insulating 'pot' at Russell Square was subsequently discovered and was then quickly dealt with.

- Central Line suspended Liverpool Street – Leytonstone 12.25 to 13.30. Person under an eastbound train at Mile End. One train was stalled ('stuck') between Liverpool Street and Bethnal Green until 13.15, when current was recharged.
- Bakerloo Line suspended south of Waterloo 18.25 to 19.05 – smell of burning between Lambeth North and Elephant & Castle.
- A smell of burning at Minories Junction in the Aldgate area brought the District and Circle lines to a stand for 20 minutes from 21.50. It turned out that smoke from a street-level restaurant was being drawn down through the tunnel opening.
- Metropolitan and Piccadilly lines suspended through Rayners Lane 22.30 to 23.00 – police chasing a 'suspect' (who wasn't found). One eastbound (Metropolitan) and one westbound (Piccadilly) train were stalled on the approach to Rayners Lane for the duration.

On **Saturday 17 October**, a road traffic accident on the first bridge north of Finchley Central on the curve caused the Northern Line to be suspended between Finchley Central and High Barnet from 19.35 to 20.40 because the car involved ended up in a precarious position near the railway, this being the only notable event of the day.

Apart from an early-morning points failure at Walthamstow Central, which had been resolved by 10.30, **Sunday 18 October** offered nothing (else) out of the ordinary.

On **Monday 19 October**, Highbury & Islington station closed from 06.55 to 07.35 because of a fire alarm fault. A person found on the track at Harrow & Wealdstone suspended the Bakerloo Line north of Stonebridge Park (with also a much reduced service north of Queen's Park) from 11.30 for an hour.

A multiple signal failure between Regent's Park and Oxford Circus from 15.10 on **Tuesday 20 October** resulted in a number of trains being cancelled, reaching 11 (one third of the service) for the evening peak. Clear signals were obtained at 17.15. A Network Rail signal failure at Kensal Green at 22.20 saw Bakerloo Line services reduced once again, and suspended north of Queen's Park from 23.55 to 00.20. In the meantime a fire alarm activated closed Tottenham Court Road station from 19.40 to 20.10.

On **Wednesday 21 October**, a loss of power to all the lifts at Elephant & Castle at 11.25 resulted in Bakerloo Line trains running empty between Waterloo and Elephant & Castle from 12.45 until 13.50. Elephant & Castle remained open for incoming Northern Line passengers but with only one lift available at Lambeth North, that too had to close.

The only incident of note on **Thursday 22 October** was the closure of South Harrow station from 18.30 to 18.55 because of a loss of station lighting, with nothing for **Friday 23 October**.

The Wimbledon branch of the District Line was late starting up on **Saturday 24 October** because of problems with an overnight engineering possession west of Putney Bridge. Services between Earl's Court and Parsons Green were able to begin at 05.40 but remained suspended to Wimbledon until 07.30. Later in the day, a number of minor incidents on the Piccadilly Line set up a chain reaction and caused much late running with several cancellations resulting. These included SPADs approaching Arnos Grove westbound and between Finsbury Park and Manor House eastbound, Leicester Square station closing for a short period to prevent overcrowding, and missed crew reliefs at Arnos Grove and Acton Town. In short, all trains through the central area were scheduled to work as far as Northfields with alternate trains to Heathrow. Therefore, with a 2½-minute trunk service, this meant that there was a Northfields 'terminator' every 5 minutes, each requiring 'detrainment' time.

The only problems on **Sunday 25 October** were on the Bakerloo Line. During Saturday night engineering work power and signal cables became damaged at Kensal Green, thus suspending the Bakerloo Line north of Queen's Park from the start of traffic until 11.00. Later, at 18.20, a Network Rail signal failure at Kenton culminated in a suspension north of Stonebridge Park from 19.45. With the repair not being possible without an extended shutdown, a limited service resumed at 21.00 under failure conditions until the end of traffic.

The continuing signalling problems at Kenton continued into **Monday 26 October**. The first handful of trains proceeded through under failure conditions, with a 20-minute 'hold' of services from 06.15. However, a further suspension north of Stonebridge Park took place from 08.20 until 11.00 with a very limited service until a final 'fix' at 15.15. In the meantime, 'passenger action' at Liverpool Street caused

a 25-minute suspension of the Central Line between Liverpool Street and Leytonstone from 12.55. A fire in a building close to Finchley Road station knocked out CCTV and some power and lighting, the station closing in consequence from 14.40. With CCTV restored, Jubilee Line trains were able to stop from 16.15. However, it wasn't until 19.35 that northbound Metropolitan Line trains were able to stop, but southbound train continued to non-stop until the end of traffic. Points failing at Edgware Road suspended the District Line between there and High Street Kensington from 21.55 to 22.30. However, a reduced (District Line) service to and from Edgware Road operated until the end of traffic.

Tuesday 27 October was uneventful apart from an incident at Stratford station (see page 698, this issue), but not so **Wednesday 28 October**, summarised thus:

- Signal failure at Leyton eastbound from 06.10 caused by a broken rail. A reduced service continued under failure conditions until a suspension between Liverpool Street and Woodford/Newbury Park from 09.45 to 12.15. Some 22 trains were cancelled for the morning peak but 30 (out of 66) at midday.
- Reduced Metropolitan Line service south of Wembley Park during the morning peak – signal failure caused by water ingress at Swiss Cottage disused station from 07.15.
- D Stock DM 7531 was derailed in Ealing Common depot at 16.55 which caused little impact on the service or stabling.
- One of the Northern Line lifts at Elephant & Castle stalled in the shaft at 18.55, with its passengers inside being released at 20.20. This incident, too, made the social media.
- Northbound Metropolitan Line trains diverted via the northbound 'fast' between Wembley Park and Harrow-on-the-Hill 18.55 to 19.30 – points failure at Harrow South Junction.

Piccadilly Line services were suspended west of Hatton Cross from 06.25 to 07.45 on **Thursday 29 October** because of a signal failure at Heathrow T123. The Jubilee Line was suspended between Finchley Road and Waterloo from 18.50 to 19.20 because of a Train Operator of a southbound train taken ill at Bond Street. Two southbound trains were stalled between Baker Street and Bond Street for the duration. The SSR group of lines had a disturbed service later in the evening, beginning with a signal failure eastbound at Bromley-by-Bow from 21.35 with trains passing through the area under failure conditions. Although clear signals were obtained at 22.45, recovery was hampered by a signal failure on the westbound west of Liverpool Street from 22.05 and also by an eastbound train terminating at Tower Hill stalling on arrival at 23.10, causing a 35-minute delay to the eastbound service. One Circle Line train was stalled east of Monument for the duration of this last incident.

On **Friday 30 October**, a passenger ill on a westbound District Line at Becontree at 09.10 caused a 20-minute delay. The train was detrained and worked with the casualty into Barking sidings and then reversed into Upney eastbound platform to be met by ambulance staff. However, to enable further assistance for the passenger, the train was then moved to the bay platform at Dagenham East. A southbound Jubilee Line train stalled departing Stanmore at 15.55, causing a 20-minute delay. The train moved off in restricted manual to Canons Park, from where normal speed was obtained. The last two eastbound Jubilee Line trains had to non-stop North Greenwich because of a short-notice staff unavailability.

Northbound Bakerloo Line trains non-stopped Paddington from 15.45 to 17.35 on **Saturday 31 October** because of a loose illuminated direction sign. For the second Saturday running, the Piccadilly Line struggled to cope with all services scheduled to run through to at least Northfields. To ease the pressure of a Northfields reverser every five minutes, selected Northfields trains were extended to Hounslow Central to reverse.