

UNDERGROUND DIARY

FEBRUARY 2015

Lift defects caused Lambeth North station to close from 07.55 to 09.20 on **Sunday 1 February**. An inner rail Circle Line train stalled at Moorgate at 19.30, suspending services through the area until 19.55. Two trains were stalled between stations for the duration until the offending train was shunted to one of the bay platforms.

Monday 2 February was thus:

- Waterloo & City Line suspended 07.35 to 09.35 – defective train departing the depot at Waterloo. A train in Bank platform was authorised to return ‘wrong line’ to Waterloo to assist the defective train which, in the event, wasn’t necessary, although it had arrived back at Waterloo at 09.05.
- Bakerloo Line suspended south of Lambeth North 09.25 to 10.05 – signal failure at Elephant & Castle.
- Archway station closed 11.10 to 11.30 – fire alarm activated.
- SSR services suspended through Moorgate 10.15 to 10.50 – multiple signal failure eastbound at Moorgate.
- District and Circle lines suspended through Mansion House 17.35 to 18.00 – defective outer rail Circle Line train. Three trains were stalled between stations throughout.
- Croyley station closed 22.45 until the end of traffic – local power failure.

On **Tuesday 3 February**, what was at first was thought to be a signal failure westbound between Mile End and Bethnal Green from 06.45 (with trains working through under failure conditions to begin with) turned out to be a broken rail, thereby suspending services between Leytonstone and Liverpool Street from 07.10. Wanstead station was also closed from 07.55 to provide additional staff to help with passengers on services terminating at Leytonstone. However, at 08.45, it was necessary to suspend the service almost completely east of Liverpool Street because of crowding issues, with 22 trains cancelled for the morning peak and beyond midday (a limited shuttle service did operate between Woodford and Epping and between Woodford and Hainault). With the broken rail (temporarily) repaired, services resumed at 10.25. While all this was going on a person under a southbound train at Highbury & Islington suspended the Victoria Line between Seven Sisters and King’s Cross from 09.55 to 10.35. Three southbound trains were stalled between stations, one for 15 minutes, the other two for just over half an hour. On-going signal ‘scanning’ issues at Hanger Lane Junction resulted in a westbound District Line D Stock train going to North Ealing (and onwards empty to South Harrow to reverse) instead of Ealing Broadway at 08.30.

Wednesday 4 February was uneventful until 10.15 when a D Stock three-car unit (7081-17081-8081) being shunted became derailed at the west end of Ealing Common depot. The UNDM car ended up at roughly 45° to the adjacent trailer and almost at right angles to the easternmost depot tracks, demolishing the adjacent footpath protective railings. There were no serious service delays other than it being necessary for depot trains to reverse and return to depot from Acton Town platform 4, although the first train to return to depot was delayed for 15 minutes because of a signal failure! (*This was probably the most ‘spectacular’ derailment since that at Gunnersbury Junction on 24 April 1999 – see Underground News No.450, June 1999, pages 262-263. Ed.*). Just before the evening peak, points problems at Aldgate and a signal failure at Baker Street caused a few delays to the Metropolitan Line, but more so later in the evening with late running and missed crew reliefs at Harrow-on-the-Hill. At 17.10 a local power failure required Rayners Lane station to close from 17.10. Although both lines’ trains non-stopped it was necessary for Rayners Lane reversers to be turned short at South Harrow until clear at 18.55. A northbound train was unable to move off from South Wimbledon at 17.45. Having been detrained it worked forward in ‘restricted manual’ stabling in Tooting Broadway siding at 18.15, creating a 25-minute interval northbound ‘through the road’.

Piccadilly Line services to Heathrow Terminal 5 were suspended from 05.55 on **Thursday 5 February** because of a track obstruction west of the terminus. Once movement had been obtained it was only possible for the train to go in slow manual to Northfields depot, where it arrived at 07.20. In the meanwhile and in advance of the slow moving train, some trains were reversed west to east at Hatton Cross and Hounslow Central. Caledonian Road station closed from 08.45 to 09.45 because of a local power failure while Brixton LU station was closed to incoming passengers from 15.00 to 15.55 because of an escalator defect.

Friday 6 February offered the following:

- Northern Line suspended north of Hampstead 09.10 to 09.40 – points failure at Golders Green
- Piccadilly Line suspended through Barons Court 13.20 to 13.45 – signal failure. Until the fault was fixed (at 14.30) westbound trains ran between Barons Court and Hammersmith via the loop siding.
- Delays to the District Line from 16.50 with the Hammersmith & City Line suspended east of Moorgate until 17.30 – multiple signal failure westbound at Barking. The service degenerated later in the evening and through to the close of traffic because of late running and late crew reliefs, coupled with signalling issues at Earl's Court.
- Croyley station closed 22.05 to 23.00 – local power failure.

A late finish to overnight work on points west of Acton Town on **Saturday 7 February** meant that the first westbound train from Acton Town to the Heathrow branch departed 45 minutes late. An intermittent signal failure eastbound at Green Park from 13.00 delayed the Piccadilly Line during the afternoon. Although the fault cleared after an hour, service recovery was hampered with other problems – a signal failure at Acton Town and a person trackside at South Ealing, to the extent where 20 trains had been cancelled mid-afternoon. A signal failure west of South Kensington at 13.35 resulted in westbound District Line trains running via platform 2 at Gloucester Road. With the failure being difficult to resolve, trains continued to run via platform 2 for the rest of the day.

The signalling problem between South Kensington and Gloucester Road was unresolved overnight and therefore throughout **Sunday 8 February** westbound District Line trains ran via platform 2 at Gloucester Road. The only other incident of note on was a defective westbound train at Turnpike Lane, which suspended the Piccadilly Line between Arnos Grove and King's Cross from 14.15 until 14.50. With defective motors isolated and the train detrained, it worked empty to Northfields depot.

Monday 9 February was thus:

- Metropolitan Line to the City suspended from 06.30 – signal failure Euston Square eastbound. The C&H continued under failure conditions but with a 35-minute suspension from 07.40 while the defect was rectified.
- Jubilee Line 20-minute eastbound delay at Waterloo from 08.55 – defective train unable to move.
- District Line suspended east of Dagenham East from 11.00 – loss of signal main current at Upminster. A limited service resumed at 12.10 with only one platform available at Upminster but was suspended again from 12.25 until 12.55. A replacement bus service was provided from 12.45 to 15.00.
- Brixton station became 'exit only' 13.55 to 14.35 – escalator defects.
- Piccadilly Line delayed by two signals failing eastbound between Down Street disused station and Green Park from 16.45 until 18.00. The lack of trains 'through the road' required both King's Cross and Finsbury Park to implement crowd control, with other lines' services non-stopping as required.
- Northwood Hills station closed 17.20 to 18.20 – local power failure.

The closure of Northwood Hills station at 06.50 because of a another local power failure began proceedings on **Tuesday 10 February**, reopening at 07.35 when light levels became acceptable. A total signal failure in the Cockfosters area suspended the Piccadilly Line east of Oakwood from 08.05 to 08.50, with one train stalled at the home signal for the duration. Moorgate station closed from 10.50 to 11.15 because of fire alarms activating on the Great Northern area of the station. Two signals failing westbound at Plaistow from 14.15 suspended the District and Hammersmith & City lines through the area from 14.15, trapping three trains between stations variously for between 15 and 30 minutes. An attempt to route a train through West Ham loop siding also came to grief when the outlet signal failed as well. The District Line resumed at 15.05 and the Hammersmith & City 15 minutes later.

On **Wednesday 11 February** a Network Rail signal failure at Stonebridge Park from 08.20 resulted in a reduction of the Bakerloo Line service north of Queen's Park by half. A repair was effected by 09.30 with five trains cancelled for the morning peak. The day otherwise was taken up with 'station' issues with (1) Canada Water eastbound platform remaining closed until 06.45 because of defective platform edge doors, (2) Wood Lane and White City stations closed from 07.50 to 08.45 because of a suspect road vehicle between both stations and (3) Baker Street closing from 19.50 to 20.15 because of a fire alarm activated.

Two problems marred the start-up of services on **Thursday 12 February**. West of Arnos Grove, a broken rail prevented the first westbound train from departing until 05.50, some 30 minutes late and

effectively suspending the westbound service between Cockfosters and Hammersmith. On the eastbound District Line, first trains were also 30 minutes late because of a signal failure at Earl's Court. The day was otherwise uneventful.

Friday 13 February was definitely a "Friday 13th" day! It began with the Richmond branch of the District Line suspended from the start of traffic until 07.55 because of a late finish to Network Rail overnight engineering at Gunnersbury. The main event of the day was a power fault at West Ham which had repercussions on other parts of the network from 12.55, although the interruption to supplies were brief while supplies were reconfigured. The effects may be summarised thus:

- Bakerloo Line – several stations had escalators trip out and stop but stations remained open whilst they were restarted. However, signalling problems at Willesden Junction and a defective train resulted in services being suspended north of Queen's Park until 13.50.
- Central Line – loss of signalling at West Acton and service suspended North Acton – Ealing Broadway until 14.50.
- Jubilee Line – loss of escalators at London Bridge. Northern Line side of the station closed until 13.25.
- Northern Line – loss of lifts at Tufnell Park. Station reopened at 13.20.
- Piccadilly Line – loss of lifts at Covent Garden. Station reopened at 13.30.
- District and Hammersmith & City lines – brief loss of signal mains at Barking causing 'minor delays' in the early afternoon.

The day ended with a westbound Hammersmith & City Line train becoming stalled gapped off current departing Barking sidings at 23.30, suspending what remained of the westbound service as far as Tower Hill and Liverpool Street. The eastbound service was also affected because trains could not enter Barking sidings to reverse or stable. One H&C train in the eastbound platform at Barking was sent forward empty to Dagenham East to outstable in the bay platform while other stalled trains had reached platforms within 20 minutes. Once gap jumper leads had been used, the train was back in the sidings at 01.10. As a result, the last westbound train was 100 minutes late, but by then most stations had closed with passengers having made their way by other means.

Apart from a person ill on the northbound platform at Queen's Park, **Saturday 14 February** was uneventful. In this instance, between 10.10 and 11.20, through trains (to Stonebridge and Harrow on LU and Watford on LO) non-stopped, with Queen's Park reversers being detrained at Kilburn Park.

On **Sunday 15 February** a multiple signal failure westbound at Earl's Court suspended the District Line through the area and the outer rail Circle Line (because of queuing trains) from 09.05 to 09.30. At 11.30, passenger action at Canning Town suspended the Jubilee Line east of North Greenwich until 12.05.

Points failing at North Greenwich from 13.35 on **Monday 16 February** suspended the Jubilee Line east of Canary Wharf for an hour. Two trains were stalled approaching North Greenwich, the first arriving at 13.50, the second at 14.05. The Bakerloo Line was suspended north of Queen's Park from 21.45 until 22.10 when a London Overground train stalled entering the bay platform at Willesden Junction.

On **Tuesday 17 February** a signal failure at Minories Junction caused delays to both the District and Circle lines, with the inner rail Circle Line effectively suspended until 15.20. Points failing between West Ham and Stratford suspended the Jubilee Line east of North Greenwich from 15.40. One train was stalled east of West Ham which was authorised to return to the station arriving at 16.10. Services resumed at 16.35.

A Network Rail signal failure westbound between East Putney and Southfields from 07.10 resulted in a very reduced service west of Parsons Green on **Wednesday 18 February**, with trains taking some 15 minutes to pass through the failure area. This culminated in a suspension west of Parsons Green from 08.15 to 08.40 while repairs were effected. A signal track circuit failing at Dagenham East on the westbound suspended the service east of Barking from 12.50 until 13.25 until three sets of points had been secured. An eastbound Piccadilly Line train was only able to proceed in slow speed departing from Heathrow Terminal 5 sidings, suspending the service west of T123 from 13.20 to 14.10 while it was moved to Northfields depot.

The Piccadilly Line had a late start westbound on **Thursday 19 February** because of signalling and points problems at King's Cross. Furthermore, three engineers' trains were cancelled for their return to Ruislip from the Northern Line with the crossover west of the station not available for use. There

were also temporary speed restrictions on both roads at Barons Court, 10mph eastbound and 20mph westbound, and Down Street siding out of use because of traction current issues, all of which were a potential for delays and with much reduced operating flexibility. A 20-minute delay occurred westbound at South Kensington at 10.20 with a smell of burning under a train, the train being detrained and worked empty to Barons Court siding.

Angel station was unable to accept incoming passengers from the start of traffic on **Friday 20 February** because of escalator defects, remaining in exit-only mode until 08.20. Escalator problems at Archway also caused the station closure from 07.40 to 08.00. A track fire just north of Belsize Park suspended the Northern Line between Camden Town and Golders Green from 21.00 until 21.40.

Traction current problems at North Greenwich on **Saturday 21 February** resulted in a reduction of service from 07.40 because the section had to be single-end-fed during the morning until engineers rectified the problem. A defective eastbound train at Ruislip Gardens at 18.25 suspended the Central Line west of Northolt until 19.05 as it worked its way in restricted manual there to reverse back to Ruislip depot.

On **Sunday 22 February** a SPAD by a southbound Metropolitan Line train at Wembley Park caused a 20-minute delay from 07.00. Lift defects at Holloway Road saw the station close from 07.55 to 09.05 while similar problems closed Regent's Park station from 20.40 to 22.25.

Covent Garden station was late opening on **Monday 23 February** because of a defect on the fire detection system, opening its doors for business at 07.10. At 16.10 a signal failure approaching Gloucester Road suspended both the District and Circle lines. One stalled Circle Line train was authorised to return to High Street Kensington, arriving at 16.55. The District Line resumed at 17.10 and the Circle Line at 18.15, the inner rail only to be suspended again from 18.35 until the end of traffic because of a repeat failure.

To be continued in the next issue.