

# UNDERGROUND DIARY

## NOVEMBER 2017

On **Wednesday 1 November**, an eastbound Central Line train stalled at Bethnal Green with a 'no movement' defect at 23.45, causing a 25-minute delay. The day was otherwise uneventful.

Smoke reported from a lift machine room at Bank on **Thursday 2 November** necessitated the closure of both Bank and Monument from 15.30, with the Waterloo & City Line suspended. The station fully reopened at 16.15 and the Waterloo & City Line resumed. A person under a westbound District Line train at Bayswater at 17.00 suspended the District and Circle lines through the area until 19.00. Fortunately, the person survived and the media subsequently reported that the incident was a deliberate push. Ravenscourt Park station closed at 21.50 because of a local power failure, reopening at 00.15.

**Friday 3 November** began with a signal failure on the westbound Piccadilly Line at King's Cross from 05.45 caused by the points west of the station remaining in the reverse position after the passage of an engineer's train from the Northern Line. Services resumed between Cockfosters and Hammersmith at 06.30 – 13 trains were cancelled for the morning peak. Closed from 05.30 until 06.05 was St. James's Park station, because of insufficient staff. A southbound Metropolitan Line train stalled 'gapped' (off current) entering Neasden Depot at 14.10, suspending the Metropolitan Line south of Harrow-on-the-Hill. One train was stalled approaching Wembley Park, which was authorised forward for its passengers to detrain onto the north end of the platform. Services resumed at 16.15.

**Saturday 4 November** was as follows:

- Chalk Farm station closed to incoming passengers 07.10 to 08.55 – lift defects.
- Track circuit failure westbound at Barons Court from 07.15 – initial 30-minute delay while points were secured and then 'severe delays' while trains worked through under failure conditions. Clear at 08.15 with ten trains cancelled in consequence.
- Track circuit failure southbound between Finchley Central and East Finchley from 07.20 – 'severe delays' mode until fixed at 08.00.
- Person reported trackside at East Ham at 10.30 – 20-minute delay while a search was undertaken with traction current off.
- Northbound Bakerloo Line train reduced to slow-speed mode (8-10 mph) on departure from Elephant & Castle at 16.35. It wasn't until Regent's Park that normal speed running was obtained, by which time, 30 minutes had been lost 'through the road'.
- Southbound City branch of the Northern Line suspended 19.30 to 19.50 – passenger ill on a train at Elephant & Castle. Southbound platform reopened at 20.10.
- There was a slight improvement to the status of Piccadilly Line Night Tube (on both nights) but it was still not totally free of extended gaps in the service.

**Sunday 5 November** offered nothing out of the ordinary which hasn't been seen before.

There were two serious incidents early on **Monday 6 November**. The first was just before 05.55 when the rear carriage of a South Western Railway train (unit 450.025) derailed when crossing from platform 5 across to the District Line. This was the 04.54 from Basingstoke to Waterloo via East Putney, due to pass Wimbledon at 05.49 and East Putney at 05.56. The main line was brought to a stand for an hour but the District Line was suspended west of Parsons Green (for the rest of the day). Four trains were trapped west of Parsons Green but all were in platforms – one each on the westbound at Putney Bridge and East Putney and two at Wimbledon. For the morning peak, 15 trains were cancelled, with six for the rest of the day. A power surge at 06.30 brought the whole Bakerloo Line to a stand, with a loss of signalling and power to some stations. Three trains were stalled between stations, one approaching Queen's Park northbound (arrived back at Kilburn Park at 07.10), and one between Kensal Green and Queen's Park (arrived back at Kensal Green at 07.20). The third was approaching Queen's Park southbound (where the Bakerloo diverges from the DC line), which was eventually routed to Kilburn High Road at 07.40. From then, a three-train shuttle was implemented between Harrow and Kilburn High Road (empty from and to Queen's Park) and earlier, from 07.15, a four-train shuttle was implemented between Elephant & Castle and Piccadilly Circus, reversing north to south at the latter. With all equipment reset, services resumed at 08.20 – with 23 trains (out of 30) cancelled at that time. The power surge also impacted on the Northern Line, which caused a signal failure between Warren Street and Tottenham Court Road on both lines, suspending the Charing Cross branch service for 35

minutes. Several stations were also affected, Warren Street being closed until 07.05, Oxford Circus (07.10), Regent's Park, Kentish Town and Tufnell Park (08.05) and Goodge Street (10.45).

Other problems included –

- Signal failure on the southbound local at Northwood Hills from the start of traffic. Six trains cancelled in consequence with clear signals from 10.00.
- Signal failure in Barking Sidings from the start of traffic preventing trains entering service direct into Barking station. Arrangements made for trains to enter service via Upney until clear at 06.25.
- Aldgate East station closed 07.30 to 10.55 – cable fault affecting fire safety systems.
- Multiple signal failure westbound at King's Cross from 11.30, delaying SSR services through the area until fixed at 12.00.

The District Line remained suspended west of Parsons Green right throughout the day on **Tuesday 7 November**. Ten trains were cancelled for the morning peak with four for the rest of the day. The Uxbridge branch of the Metropolitan Line was suspended, along with the Piccadilly Line west of South Harrow, because of a points failure at Rayners Lane Junction at 15.40. One westbound Piccadilly Line train stalled approaching the junction was authorised to return to South Harrow, arriving at 16.05. Services resumed at 16.35 with the Piccadilly Line having seven trains cancelled in consequence. A defect with the one remaining lift at Chalk Farm necessitated the station's closure from 23.10 to 23.40.

The District Line service resumed to Wimbledon on **Wednesday 8 November** following the derailment two days' previously. South Wimbledon station remained closed at the start of traffic because of escalator defects, opening for business at 06.05. At 06.20, points failing at Acton Town suspended the District Line to Ealing Broadway and the Piccadilly Line to Uxbridge. One eastbound Piccadilly Line train was stalled approaching Acton Town until 07.05, with services resuming at 07.15. Tufnell Park station closed at 08.40 for 20 minutes because of lift defects – passengers in a stalled lift were cross-transferred to the adjacent lift. Two signals failing intermittently on the eastbound between East Ham and Barking set the H&C and District lines into 'severe delays' mode from 14.25. The problem continued on and off until finally fixed at 21.50, with services held for up to 20 minutes as necessary for track access. The Piccadilly Line was in trouble later in the day when an eastbound train was unable to move other than in slow manual, having been 'tripped' on the approach to Knightsbridge at 18.15. It was detrained at Hyde Park Corner and stabled in Down Street Siding, enabling services to resume at 18.55 after creating a 40-minute gap. A total of 14 trains were cancelled in consequence.

**Thursday 9 November** was thus:

- South Wimbledon station closed from start of traffic – escalator defects. Open for exit from 10.20 and fully open from 13.45.
- The eastbound Central Line was unable to start up west of Leytonstone until 06.10 because of a signalling issue at Shepherd's Bush.
- Complete signal failure at White City from 08.00 with two trains stalled between stations until on the move at 08.25.
- Signal failure Tottenham Court Road – Goodge Street from 11.10, beginning with 'severe delays' as trains continued under failure conditions, then a suspension of the northbound Charing Cross branch from 12.20 to 12.45 while repairs were undertaken.
- District Line suspended to Ealing Broadway and Piccadilly Line suspended Acton Town – Uxbridge 15.20 to 15.50 – signal failure eastbound approaching Acton Town.

The only notable incident on **Friday 10 November** was a points failure at Camden Town from 23.30, suspending the Northern Line between Edgware and Kennington via the City. The service via the City remained suspended until the end of traffic with Edgware – Camden Town resuming at 01.25.

Two signals failing westbound at Parsons Green from 14.25 on **Saturday 11 November** suspended the District Line's Wimbledon branch until 14.55. Further signalling problems in the Goodge Street area resulted in a disrupted Charing Cross branch service on the Northern Line, from 17.55 and again from 20.25. Such was the continuing staffing problems on the Piccadilly Line Night Tube, that yet another revised (and further reduced) Night Tube timetable was announced for the following weekend (see next page).

On **Sunday 12 November**, points failing at Baker Street suspended the Metropolitan Line south of Wembley Park from 11.55 to 12.40. Points failing at Colindale caused a 20-minute delay north of Golders Green from 17.45.

The District Line had two incidents on **Monday 13 November**, beginning with points failing at Dagenham East after a train had departed the bay platform at 07.25. Services were suspended east of Barking until 07.45. A signal failure westbound at Gloucester Road from 10.40 suspended the outer rail Circle Line for an hour, while District Line trains continued under failure conditions. The inclined lift at Greenford stalled in the shaft at 14.15, trapping those within until 15.40. A person under an eastbound train at Leytonstone at 15.50 suspended the Central Line between Liverpool Street and Woodford/Newbury Park. Two trains were stalled off current between stations, one approaching Leyton until 17.00 and the other approaching Leytonstone until 17.10. Services resumed at 17.40 with 36 trains cancelled. A multiple signal failure at Aldgate from 20.25 suspended the H&C, Circle and Metropolitan lines through the area until 21.15. Two trains were stalled between stations, one approaching Aldgate was authorised to return to Liverpool Street, arriving at 20.55, the other on Aldgate North Curve for the duration. Lift defects at Chalk Farm saw the station go into exit-only mode from 21.35 until 23.40.

The first event on **Tuesday 14 November** was the non-stopping of Southwark station on the westbound from 07.10 to 08.15 because of a passenger ill on the platform. Goodge Street station closed to incoming passengers from 17.50 to 18.40 because of a lift stalled in the shaft – its passengers were cross-transferred to an adjacent lift. There was nothing else to note that hasn't been seen before.

There were no excursions from the norm on **Wednesday 15 November** but **Thursday 16 November** was a different ball game. Eastbound trains non-stopped Putney Bridge station from 06.10 to 06.35 because of a person ill on the platform. An eastbound train became defective at Hyde Park Corner at 10.00 and was reversed east to west via the emergency crossover east of the station. However, the points then failed in reverse, which suspended the Piccadilly Line east of Hammersmith. Four trains were stalled between stations in the area, one for 35 minutes, the other three for 45-50 minutes. One westbound train was reversed west to east via Down Street Siding, its passengers being returned to Green Park eastbound. Services resumed at 11.45 with some 32 trains cancelled in consequence. In the meantime, a person under a southbound Victoria Line train at King's Cross at 11.10 suspended the Victoria Line between Seven Sisters and Victoria until 12.45, by which time, half the service was cancelled. One train was stalled on the approach to King's Cross until 12.30.

A Network Rail signal failure on the westbound at Southfields from 06.45 on **Friday 17 November** set the District Line into 'severe delays' mode, with services reduced west of Parsons Green until the fault was fixed at 11.30. An eastbound Central Line train was unable to obtain full speed at Liverpool Street at 17.10, causing a 20-minute delay while it was detrained and worked into the sidings. Three trains were stalled between stations for the duration. Escalator defects resulted in Hyde Park Corner station closing from 18.40 until 19.45. The combination of a defective train and passenger emergency alarm operated at North Greenwich westbound at 23.10 caused an initial 15-minute delay 'through the road' with trains diverted through the middle platform. However, the incident train couldn't be moved from the westbound platform until 23.50.

The continuing lack of Piccadilly Line Night Tube Train Operators has resulted in a further reduced Night Tube service on the Piccadilly Line, with Timetable Notice 163/17 applying from Friday night 17 November through to 17 December 2017. Instead of being every 10 minutes Heathrow – Arnos Grove and every 20 minutes Arnos Grove – Cockfosters, it reverted to an end-to-end service Heathrow – Cockfosters but every 15 minutes until about 02.00 and then every 20 minutes thereafter. Timetabled departures were as follows:

#### FROM COCKFOSTERS

SATURDAY MORNING					SUNDAY MORNING						
00	01	02	03	04	00	01	02	03	04	05	06
07	02	07	02	02	07	02	07	02	02	19	19
22	22	22	22	17	22	22	22	22	19	39	38
37	37	42	42	37	37	37	42	42	39	59	53
52	52			58	52	52			59		

#### FROM HEATHROW T5

SATURDAY MORNING					SUNDAY MORNING					
00	01	02	03	04	00	01	02	03	04	05
06	11	16	16	16	06	11	16	16	16	13

26	26	36	36	33	26	26	36	36	36	33
41	41	56	56	52	41	41	56	56	56	53
56	56				56	56				

A consequence of the revised timetable meant that there were many alterations to trains starting and stabling, with some early-morning cancellations.

On **Saturday 18 November**, a multiple signal failure at West Kensington suspended the District Line's Richmond branch from 15.30 to 17.20. Ealing Broadway trains continued under failure conditions. Insufficient staff necessitated Tufnell Park station closing from 18.45 until 22.50. A SPAD by a westbound Piccadilly Line train approaching Acton Town at 22.50 suspended the Piccadilly Line west of Hammersmith until 23.20 while points ahead of the train were secured. Two trains were stalled approaching Acton Town throughout.

A person trackside at East Acton caused a 20-minute delay west of White City from 07.10 on **Sunday 19 November**. A signal failure at Parsons Green from 07.00 suspended the Wimbledon branch of the District Line until 07.45. A signal failure westbound at Gloucester Road delayed the Piccadilly Line from 08.20, with a suspension through the area from 09.10 to 09.35 while repairs were undertaken. A loss of ATO occurred on a northbound Victoria Line train between Brixton and Stockwell from 11.15. The incident train was detrained at Stockwell and worked empty to Victoria Sidings, with through running at 11.50. Goodge Street station closed from 23.00 until the end of traffic because of insufficient staff.

**Monday 20 November** was thus:

- Goodge Street station remained closed until 06.45 (and again from 22.35 until the end of traffic).
- Signal failure at Wembley Park for trains ex-Neasden Depot via the flyunder from 05.25. 35-minute initial delay with Jubilee Line trains entering service from the south end of the Depot, in turn delaying the Metropolitan Line.
- Points failure at Kennington from 08.35. Service suspended Charing Cross – Kennington southbound until 09.35 thence both roads until resumption of service at 10.10.
- A combination of defective trains and signalling issues on the Northern Line at Totteridge at 12.55 resulted in a 25-minute southbound delay and a 30-minute northbound delay.
- Signal failure eastbound at South Kensington delaying Piccadilly Line from 09.45. Suspended Hammersmith – Hyde Park Corner 11.10 to 11.40 and again 12.20 to 13.00 with 27 trains cancelled in consequence. The failure was caused by a broken rail, on which a temporary repair was made with a temporary speed restriction over it for the rest of the day. The Piccadilly Line service never did recover. The late running and disrupted crewing at Acton Town also impacted on the District Line's Ealing Broadway service.

A late finish to work on points at Acton Town from the start of traffic on **Tuesday 21 November** suspended the District Line between Ealing/Richmond and Earl's Court and the Piccadilly Line west of King's Cross. The District Line was able to begin to Richmond at 05.45 but from 06.00 the Piccadilly Line was suspended throughout. The Piccadilly Line resumed at 07.20 (with 32 trains cancelled) and the District Line to Ealing Broadway at 07.35 (with 20 trains cancelled). Also at the start of traffic, Goodge Street station remained closed until 07.00. A signal failure at King's Cross SSR from 14.20 suspended the Metropolitan Line into the City with the C&H and Circle lines working through under failure conditions, with two suspensions through the area between 15.30 and 16.25. Nine Metropolitan Line and 12 C&H trains were cancelled in consequence.

On **Wednesday 22 November**, two signals failed between Ravenscourt Park and Hammersmith on the eastbound Piccadilly Line from the start of traffic until 07.30. Although selected trains were diverted via the eastbound local (District Line) there were still 20 trains cancelled. Four separate Northern Line trains became 'defective' on both branches between 21.10 and 22.10, reported to be because of poor railhead conditions. Trains at High Barnet, East Finchley, Colindale and Brent Cross were affected, being delayed in section variously for 10-20 minutes. The track recording train became stalled approaching Queen's Park at 22.20, having become 'gapped' off current whilst diverging from Network Rail onto LU metals. The Bakerloo Line was thus suspended north of Queen's Park until 23.35.

The SSR services were suspended through Barbican from 15.05 to 15.45 on **Thursday 23 November** because of a person who had fallen onto the track. The day was otherwise uneventful.

**Friday 24 November** is summarised thus:

- Camden Town station closed 12.25 to 12.50 – fire alarm activation.

- What turned out to be a passenger altercation on the westbound Central Line platform at Oxford Circus resulted in the station being evacuated and trains non-stopped. Several people were reported injured through rushing out of the station – the event quickly made social media with a lot of inaccurate reporting from several sources, including that an incident had also taken place at street level. Bond Street station closed in consequence from 17.15 to 17.45 because of overcrowding, with Oxford Circus reopening at 17.50 after the ‘all clear’. A correspondent on a northbound Jubilee Line train at the time of the incident reports that conflicting information was given – the Train Operator telling passengers to remain on the train (which he/she was told by control) and station announcements telling passengers to leave the station ...
- Jubilee Line suspended Wembley Park – Finchley Road 17.10 to 17.45 – defective southbound train at Neasden. The train was derailed at Dollis Hill and worked in restricted manual mode to Willesden Green and then stabled in the siding.
- District and Circle lines suspended through Mansion House from 23.55 – person under a westbound train. Three trains were stalled between stations, two for 30 minutes but one for an hour. The eastbound service resumed at 00.30, the westbound at 01.00.
- The Piccadilly Line had a number of minor problems that disrupted the service in the evening (two SPADs and three separate ‘passenger action’ incidents). There was just one cancellation for the Night Tube service, but with a 20-minute schedule, that still means a 40-minute wait if you have just missed a train!

**Saturday 25 November** began with a broken rail at Kew Gardens on Network Rail territory from the start of traffic, suspending the District Line’s Richmond branch. Services began at 11.55. A signal failure on the southbound local line at Wembley Park from 07.10 resulted in all southbound trains having to run via the southbound fast. One southbound train was stalled approaching Wembley Park which was authorised forward to derailed onto the north end of the platform, which was completed by 07.40. Normal running resumed at 08.05 but a 30-minute suspension took place from 09.40 for repairs to be undertaken. A signal failure at Hanger Lane Junction at 07.00 suspended the Piccadilly Line’s Rayners Lane branch (there’s no service on Saturdays to Uxbridge before 08.30) until 07.55, with the incident (Piccadilly Line) train being diverted to Ealing Broadway. A person on the track at Edgware 12.50 suspended the Northern Line north of Colindale until 13.15, with one train stalled approaching Edgware for the duration.

Apart from early-morning signalling problems variously at Harrow-on-the-Hill and Uxbridge, none of which were too service affecting, **Sunday 26 November** was uneventful.

A broken rail on the northbound at Blackhorse Road, found during an overnight inspection, prevented the Victoria Line from starting up north of Seven Sisters until 06.50 on **Monday 27 November**. The Central Line was disrupted during the morning peak from 06.30 because of a signal failure on the westbound at Bank. Services were held twice, one for 10 minutes, the other for 15 minutes, while fault was fixed, with ten trains cancelled in consequence when clear at 07.45. Chiltern Railways services were delayed through Harrow-on-the-Hill both north- and southbound from 13.00 because of signalling problems. Trains worked up to 20 minutes late until the fault was fixed at 16.40. A person on the track at West Hampstead at 17.40 suspended the Jubilee Line between Waterloo and Willesden Green until 18.20. Other than a handful of cancelled trains, the adjacent Metropolitan Line was unaffected. Insufficient lighting necessitated Rayners Lane station closing at 19.15. Westbound Piccadilly Line trains booked to reverse at Rayners Lane continued to do so but were derailed at South Harrow. The eastbound platform reopened at 19.45 with the rest of the station at 20.50. At 00.35 a train stabling in Edgware Sidings became ‘gapped’ off current with the remaining northbound service suspended north of Golders Green until the end of traffic. The errant train reached the sidings at 02.00.

On **Tuesday 28 November**, Tottenham Court Road station closed from 10.05 for 40 minutes because of fire alarms activating. A signal that returned to danger without warning front-tripped a westbound Metropolitan Line train approaching Farringdon at 20.25, causing a 25-minute delay to SSR services.

Apart from a late-evening signal failure (q.v.), **Wednesday 29 November** was taken up with station issues. A fire alarm activated required Victoria LU station to close from 11.30 to 11.55, a lift stalled in the shaft at Chalk Farm saw the station close to incoming passengers from 19.05 to 19.55 and a passenger ill on the eastbound platform at Fulham Broadway required the station to close from 21.45 to 22.40. A signal failure on the northbound at Totteridge from 22.15 set the Northern Line into ‘severe delays’ mode on the Barnet branch, culminating in a suspension from 23.25 to 00.05.

**Thursday 30 November** was thus:

- Signal failure westbound Earl's Court – Barons Court from 06.00 until fixed at 07.05 – 17 trains cancelled in consequence.
  - Bakerloo Line suspended north of Queen's Park 16.05 to 16.45 – passenger fell between platform and train southbound at Willesden Junction.
  - Network Rail points failure at Gunnersbury. District Line suspended to Richmond from 21.50 until the end of traffic.
  - Northern Line suspended south of Stockwell 22.00 to 22.50 – defective train at Tooting Broadway.
-