

**Jubilee Line**  
**Service Manager's Daily Review**  
**For 24 hours commencing: 0200**  
**Timetable In Use: WTT14 (JUB)**  
**Friday 24 February 2017**

### Snapshot Cancellations and Station Closures

Time	Train Cancellations	Cancelled	Scheduled	Station Closures
06:00	Full Service	0	31	None
07:00	Full Service	0	51	None
08:00	Customer Action (8) : (+ 8 unlisted trains)	8	57	None
09:00	Customer Action (19) : (+ 19 unlisted trains) PUT	19	58	None
12:00	Customer Action (8) : (+ 8 unlisted trains)	8	48	None
15:00	Signal System Failure (5) : (+ 5 unlisted trains)	5	50	None
17:00	Signal System Failure (8) : (+ 8 unlisted trains)	8	58	None
18:00	Signal System Failure (8) : (+ 8 unlisted trains)	8	58	None
19:00	Signal System Failure (3) : (+ 3 unlisted trains)	3	57	None
21:00	Signal System Failure (1) : (+ 1 unlisted trains)	1	49	None
24:00	Full Service	0	38	None

### Daily Commentary

**07:13** [REDACTED]  
At 07:13, S312 (097) reported One Under @ [REDACTED]

Service Controller discharges Traction Current [REDACTED] SB & [REDACTED] SB, which he then follows [REDACTED] NB & [REDACTED] NB.  
N357 held in [REDACTED] NB Platform as consequence.  
S130 held @ CAP, and 2 trains stabled in STA siding from Stanmore

Service suspended WEP to STA (Both), nothing stalled within the affected area, and severe delays over remainder of the Line.

07:17 CAT 1 called / SOO Gold & SM Silver

NIRM Blue lighting from Central London, and calls placed for Emergency Services & ERU attendance.

07:24 DRM (+1 T/Op) arrived on site via Line Car

Isolations undertaken on both trains is confirmed, and the placement of SCDs underway.

Emergency services on site, and receiving briefing from CSS/DRM

07:31 Passenger is confirmed as a Female, and is located under 1<sup>st</sup> car, approximately 5m from leading couple face.

07:35 DRM [REDACTED] (off duty) offers his services & is directed to look after S/B TOP.

07:45 ERU + NIRM on site

07:49 NIRM assumes Silver Control from JUB SM

SCD placement (Front & Rear) of both trains confirmed, with ERU now accessing the track.

07:51 LAS under train (with ERU) & providing treatment

07:55 Casualty out from under train, and now on platform

07:57Casualty re-located to safe treatment area, clear of platform

08:01 SCDs being removed, and Train Isolations being reverted.

08:08 Re-charge Traction Current on both roads requested by Traction CurrentPerson in charge.

08:10 Traction current recharged on all 4 sections

08:12 T312 on the move, with N357 moving off shortly after (08:15)

08:14 On departure of T312, Track inspection completed.

No further track access required (i.e. no debris or other personal effects).

08:17 Through running restored (STA STR), with [REDACTED] station remaining closed at this time.

08:20 CAT 1 stood down

08:26 1st trains stop @ [REDACTED] (357 SB & 372 NB)

*64 minute overall Customer delay*

**07:41 Stanmore**

After being directed to detrain and work ETY into sidings, T351 departed reception road in RM  
Nil Customer Delay recorded / Item requiresDRM follow-up [REDACTED]

**11:50**

At 10:12, W312 allegedly closed train doors on a child buggy & pregnant woman.

Issue reported to station staff, and then relayed to SCC / Customer alighted with buggy to allow party of school children to alight, However, whilst she and a pregnant lady attempted to re-board, train doors closed on them.Buggy was extracted from doors, and train departed.

Nominal1 minute delay booked. [REDACTED]

**14:42 Stratford Market Depot**

**W307** had to be returned to depot owing to a disturbed ACB. A sweep of the block was arranged by the signaller but trains on the eastbound main could not move in Auto modes owing to the location of the fault.

1450hrs, E137 was asked to switch to Restricted Manual by the Signaller. Authorised to continue in RM until ATO became available.

1458hrs, E337 was asked to switch to Restricted Manual by the Signaller. Authorised to continue in RM until ATO became available.

1510hrs W307 moved into the holding road at SMD following a sweep of the disturbed ACB. Once berthed in the holding road, the ACB picked up and tracks were opened.

Through running in ATO modes at 1516hrs. **A 34 minute delay was recorded** [REDACTED]

**15:56 West Hampstead**

**N301** was identified as not showing as fully berthed in the siding when 19 points failed to normalize following the passage of the train.

At 1603hrs the Train Operator was requested to return to the noerth end cab

1607hrs movement was attempted in PM but no movement was obtained

1610hrs the service was suspended Waterloo - Willesden Green

1615hrs Full VOBC reset andthen the train was moved in Restricted Manual as far as the fixed red lights without success. 19 points remained in the normal position

Trains 313 and 332 were preventing train 301 returning to the northbound platform. 313 was reversed N-S at Finchley Road, then the Service Manager authorized the signaller to complete a Wrong Directional Move with 332 to clear the platform area. 332 then reversed N-S at Finchley Road.

Route Secure/Manual Route Reservation set for 301 to return to the northbound platform. T/Op instructed not to move. Reservations released allowing 19 points to normalize.

Trains 332,355, 317,325, 352, 321 and 320 were cancelled. JNP 52129230. **A 50 minute delay was recorded** [REDACTED]

## Last Trains

### Northbound

Train	Location	Due	Actual	Lateness	Comment
336	Stanmore	03.50.30			

### Southbound

Train	Location	Due	Actual	Lateness	Comment
140	Stratford	03.50.45			

## Temporary Speed Restrictions

Ref	Start Date	MPH	Dir.	Start Point	End Point	Actual Location	Distance Start	Distance End	Reason	Withdrawn
	30/08/2013	0	All				0	0		
50035007	20/06/2014	45	SB	track 30518	track 30493		0	0	kink in track	
	10/01/2015	20	NB	track 50189	track 50197	Canons Park N/B	0	0	platform subsidence	
	06/05/2016	10	SB			Finchley Road	0	0	20a points broken rail	

## Additional Information

### AM STABLERS

Original Train No.	Car No.	Scheduled Stabling Time	Actual Time	Reason for not Stabling
362	060/005	0944		re-numbered
363	048/103	1001		re-numbered
364	034/093	1019		re-numbered
365	026/023	10345		re-numbered
367	110/035	1104		re-numbered

### PM STABLERS

Original Train No.	Car No.	Scheduled Stabling Time	Actual Time	Reason for not Stabling
332	084/109	1917	1917	
333	116/001	1930		re-numbered
335	064/037	2002		re-numbered
342	024/069	2348		re-numbered
344	020/051	0004		re-numbered

## Infrastructure Incidents

Start Date	End Date	Location	Dir	Asset No	FRC No	Cause	Days On	Manager
06/02/2017		Neasden	All	nscg gate	52111672	failing to close	38	[REDACTED]
14/02/2017		Neasden	All	wall by lift ground floor	52118273	wall coving come loose	30	[REDACTED]
14/02/2017		Neasden	All	control room	52118308	one side of control room colder than the other	30	[REDACTED]
16/02/2017		Neasden	All	TBTC	52121592	train 301 did not auto route to depot	28	[REDACTED]

## Daily Duty Allocation

Location	Early	Late	Night
Service Manager	[REDACTED]	[REDACTED]	[REDACTED]
DRM Canary Wharf	[REDACTED]	[REDACTED]	
Night DRM			[REDACTED]
DTSM Stratford			
DTSM Wembley Park		[REDACTED]	
DTSM North Greenwich			
Step Back Manager			
SMD Tower	[REDACTED]		
SMD Tower	[REDACTED]		
TOSM WPK			
TOSM STR			
DRM Wembley Park	[REDACTED]	[REDACTED]	
Weekend Centurion			
Night Tube DRM			[REDACTED]

[REDACTED] / MT WHP Siding Inspection