

UNDERGROUND DIARY

FEBRUARY 2019

Friday 1 February began with westbound C&H trains non-stopping Westbourne Park from the start of traffic until 07.40 because of defective OPO equipment and no staff being available to despatch trains. A defective Jubilee Line train at Dollis Hill at 06.30 caused a 20-minute southbound delay, aggravated by a points failure at West Hampstead at 07.05. As a result, all West Hampstead reversers during the morning peak were cancelled, which equated to six trains. A fire alarm activation at Warwick Avenue at 10.25 necessitated the station's closure until 10.50. All SSR lines were suspended through Moorgate from 11.05 because of a track circuit failure, resuming at 12.05. A Network Rail points failure caused the District Line to be suspended between Turnham Green and Richmond from 12.35. Two trains were stalled between stations, that between Kew Gardens and Richmond authorised to return to Kew Gardens and then to Gunnersbury, where it crossed over and returned eastbound. After that move had been completed, the westbound train stalled approaching Gunnersbury was able to proceed into the station and then reverse, following which a limited service resumed between Turnham Green and Gunnersbury. Through services to Richmond resumed at 14.15. Another defective Jubilee Line train at Waterloo at 19.05 resulted in a suspension on the 'extension'. The offending train moved off to Southwark and was detrained there, with services resuming at 19.30. A person under an eastbound District Line train at Southfields suspended the Wimbledon branch of the District Line from 23.00, with a limited service resuming to Parsons Green at 23.25. One eastbound train was stalled approaching Southfields until 00.25. Services resumed at 00.40.

Just as the Central Line was entering 'Night Tube' hours early on **Saturday 2 February**, a person under an eastbound train at Tottenham Court Road at 00.50 suspended the service between Marble Arch and Liverpool Street until 01.55. Also in Night Tube hours on the Jubilee Line, the service was suspended north of Willesden Green from 01.40 for track repairs, while at 03.10, power distribution problems at Stockwell caused a number of stations to close, which included Holborn, Tottenham Court Road, South Kensington, Heathrow T2,3, Hammersmith (Piccadilly Line), Covent Garden and Tooting Broadway. All of these stations reopened on between 10 and 35 minutes but Leicester Square remained closed until 05.00. Other stations were also affected but were able to remain open. Borough station closed from 05.50 to 06.20 because of lift defects. In comparison, the rest of the day was relatively uneventful.

Early in Night Tube hours on **Sunday 3 February**, the Piccadilly Line was suspended west of Hyde Park Corner from 01.00 to 04.00 for emergency engineering work, with seven trains cancelled in consequence. The whole of the Central Line was suspended from 03.00 to 05.00 for the same reason, but with reductions in service from 01.30. A signal failure at South Kensington on the District Line suspended the service from the start of traffic. Once points had been secured, the District Line began running under failure conditions at 07.15 but was suspended again from 07.50 until 08.20 while repairs were undertaken. The Circle Line was able to begin service at 08.45. In the meantime, two signals failing at Shepherd's Bush Market from 07.40 set the Circle and Hammersmith & City lines into severe delays mode. Clear signals were obtained at 09.50, by which time seven trains had been cancelled. A track defect on the eastbound approach to Wood Green suspended the Piccadilly Line between King's Cross and Arnos Grove from 10.40. One eastbound train stalled approaching Manor House was authorised to return to Finsbury Park, arriving at 11.05. Services resumed at 11.50 with 20 trains cancelled. A northbound Bakerloo Line train stalled approaching Lambeth North at 13.05, suspending the service south of Piccadilly Circus. The incident train was taken out of service and stabled in London Road Depot, with the train to the rear reaching the platform at 13.45, thus enabling services to resume. A westbound Central Line train stalled approaching West Ruislip at 14.05, having become 'gapped' off current and thus suspending the service west of Ruislip Gardens. Rail gap jumper leads were deployed, the train reaching West Ruislip at 14.55 with services resuming at 15.00. A local power failure necessitated Kensal Green station closing from 13.50 to 15.00.

Holborn station remained closed from the start of traffic on **Monday 4 February** because of defective station safety equipment. Staff from Chancery Lane and St. Paul's were relocated to Holborn, with those stations remaining closed too, enabling Holborn to open at 06.05. Both Chancery Lane and

St. Paul's stations opened at 06.30. The Northern Line, recovering from a defective train at Kentish Town southbound at 08.30, was disrupted further from 09.40 with a track fire just north of Morden. Initially, trains worked empty between South Wimbledon and Morden but the service was then suspended south of Tooting Broadway from 10.05 and then south of Kennington from 10.25. Services resumed at 10.35 after smouldering debris had been dealt with, but with Morden and South Wimbledon stations remaining closed until 10.50. Escalator defects resulted in Kilburn Park station closing from 20.30 until 20.55.

Tuesday 5 February was as follows:

- First train to and from Chesham cancelled (diverted to Amersham) because of a track circuit failure on the single line.
- Northern Line suspended north of Golders Green 07.35 to 08.40 – points failing at Colindale.
- Bakerloo Line suspended north of Queen's Park 08.20 to 08.50 – points failure at Queen's Park. A three-train shuttle was implemented between Harrow and Queen's Park (reversing at Kilburn High Road) from 08.50, through services being gradually restored from 10.15.
- Track fire Piccadilly Circus southbound Bakerloo Line from 12.00, sending the service into severe delays mode with a suspension south of Paddington from 13.05 to 13.40.
- Northbound City trains non-stopped Euston from 12.55 until 13.25 because of a passenger ill on the platform.
- Northbound Bakerloo Line trains non-stopped Kenton station from 18.55 until 20.30 because of defective station lighting.

Wednesday 6 February began with Hyde Park Corner station remaining closed because of a local power supply fault. Once generators had been sourced, the station opened for business at 13.50. A track circuit failure at Gloucester Road from 07.10 brought the westbound District Line train to a stand. Once a stalled Circle Line train had been moved, the District Line was able to continue after 15 minutes, but the outer rail Circle Line was suspended until 09.10. Points failing in Barking Sidings at 10.55 prevented Hammersmith & City Line trains from reversing there (the bay platform being occupied by reversing District Line trains) and as a result the H&C service was reduced by 50% east of Moorgate until 11.50.

The Circle and Hammersmith & City lines were late starting up east of Edgware Road from the start of traffic on **Thursday 7 February** because of a multiple track circuit failure between Euston Square and Farringdon. Services began at 05.30. A SPAD by a southbound Metropolitan Line train approaching Harrow-on-the-Hill suspended the Metropolitan Line north of Wembley Park from 08.25. Eight southbound trains were stalled between stations, including four trains on the southbound main approaching Harrow North Junction. Although trains began moving at 09.20, the last of the stalled trains didn't arrive at Harrow until 09.50. The blocking back of trains also impacted on the Piccadilly Line between Rayners Lane and Uxbridge, made worse by a SPAD by a Piccadilly Line train in the vicinity of Down Street disused station at 09.50, causing a 25-minute gap to the eastbound service while the train was set back behind the signal. District Line trains were unable to reverse at Tower Hill from 12.25 until 13.40 because of passenger action on a train in the bay platform (how useful the former by platform at Mansion House would have been!). A person ill on a northbound Northern Line train at Embankment at 16.15 suspended the northbound service between Kennington and Charing Cross until 16.40.

Friday 8 February was uneventful until 10.30 when points failing at Gloucester Road Junction suspended the outer rail Circle Line. The District Line was also at a standstill until 10.55 while a stalled outer rail Circle Line train was diverted to Earl's Court. Services resumed at 11.40 after an obstruction was removed from the points. Points failing at Baker Street at 17.10 suspended the Metropolitan Line south of Wembley Park and the Circle and Hammersmith & City lines east of Edgware Road. Three trains were stalled between stations, one approaching Baker Street for the duration but that behind authorised to return wrong line to Swiss Cottage disused station and thence across the crossover back to Finchley Road. One westbound S8 was stalled at Baker Street Junction and arrived at 17.45. Services resumed at 17.55 with eight C&H and four Metropolitan Line trains cancelled. Police chasing suspects into Bond Street station caused the station to close and the Central Line to be suspended between White City and Leytonstone from 20.40 to 21.20. A number of people were detained by the police.

Saturday 9 February was thus:

- Piccadilly Line suspended east of King's Cross 10.00 to 10.40 – person reported trackside at Arnos Grove.
- Bakerloo Line suspended south of Lambeth North 11.00 to 11.30 – northbound train stalled on departure from Elephant & Castle. The offending train was propelled from the rear cab to north of Lambeth North, where it reversed and was then driven normally into London Road Depot.
- Holland Park and High Street Kensington stations closed 16.05 to 16.35 – local power failure. In the case of the latter, where trains were terminating because of weekend engineering work, there was no service between Earl's Court and High Street Kensington for the duration of the closure.

Warren Street station closed from 01.05 to 01.25 on **Sunday 10 February** because of a fire alarm activation, as did Green Park station from 03.00 to 03.30 for the same reason. At the transition from Night Tube to the daytime service, insufficient staff required Russell Square station to close from 07.05 to 07.30. The only other incident was the discharge of traction current between Baker Street and Bouverie Place (west of Edgware Road) at 19.25. This prevented C&H trains from reversing in platform 6 at Baker Street and therefore two trains were diverted to reverse in platform 2, in turn delaying the Metropolitan Line service from the City, also requiring access to platform 2, thus causing substantial blocking back of trains. Current was recharged at 20.10 allowing reversing in platform 6 but the service recovery process continued through until late evening.

On **Monday 11 February**, the first northbound train was delayed at Oval for 20 minutes because of a signalling problem between there and Kennington. A northbound Northern Line train encountered a passenger alarm operation on leaving London Bridge at 08.40. It eventually reached Bank at 09.00, causing a 20-minute gap to the northbound City branch. Metropolitan Line services were suspended north of Rickmansworth from 15.10 because of a points failure at Chalfont & Latimer. The points were normalised to enable services to Amersham to resume at 15.45, but the service to Chesham remained suspended until 16.35.



Tuesday 12 February began with a Network Rail signal failure at Kew Gardens, suspending the Richmond branch of the District Line from 09.15 until 10.10. A further failure at the same location suspended the service once again, from 17.05 until 20.00. The Metropolitan Line was suspended between Wembley Park and Harrow-on-the-Hill from 09.55 until 11.00 because of a northbound train being gapped off current approaching the latter – services resumed after rail gap jumper leads had been deployed. At 11.55, a passenger fell onto the track at Leicester Square. At first there was no positive information of which line was affected, so traction current was discharged on both the Northern and Piccadilly lines. Once the location of the person had been established (on the southbound Northern Line) and removed from the track, services on both lines resumed at 12.25. The southbound Northern Line platform remained closed until 13.30.

Previous Page: (Lower) An eastbound Piccadilly Line train stalled in the platform at Leicester Square with current off in the section ahead, confirmed by the rail gap indicator illuminated on the left.

Photo: Donald McGarr

Below: The 'gapped' Metropolitan Line train (q.v.) seen approaching Harrow-on-the-Hill, which came to grief crossing over from the northbound fast to northbound local line, with the inner home signal (JB27) at danger. This is not the first time a train has been gapped here and an informed source tells us that it is a known problem and it is recommended that the signal operator holds a train at the intermediate home signal (JB14) if JB27 cannot be cleared. It may just be possible to see that a rail gap jumper lead has been plugged in to the leading car, close to the (fifth) person furthest away.

Photo: Richard Griffin



Wednesday 13 February was as follows:

- Points failing at Brixton from 07.00 – restricted service south of Victoria in consequence, until suspended south of Victoria from 07.55 to 08.25. Ten trains cancelled for the morning peak.
- Piccadilly Line suspended Uxbridge – Acton Town and District Line suspended Ealing Broadway – Turnham Green from 08.00, both until 08.35 – defective eastbound Piccadilly Line train at Ealing Common. One train was stalled on the approach to Ealing Common for the duration.
- District and Circle lines suspended through Sloane Square from 16.00 – passenger action.
- Platform availability at Hammersmith C&H reduced from three to two from 17.40 – person ill on a train.
- Bakerloo Line trains non-stopped Waterloo 18.25 to 19.05 – Network Rail station overcrowding.
- Victoria LU station closed 18.55 to 19.25 – fire alarm activated.
- Marylebone LU station closed 19.00 to 19.40 – escalator defects.

Thursday 14 February offered no excursions from the norm.

On **Friday 15 February**, a signal failure on the eastbound local (District) line at Turnham Green from 04.55 caused delays to the eastbound service. Trains continued through under failure conditions until fixed at 06.30, but with nine trains cancelled in consequence. The Waterloo & City Line was unable to start up at its scheduled time because of a shortage of Train Operators. The first train departed Waterloo at 06.20 instead of 06.00. Goodge Street station closed from 17.55 to 18.35 because of lift defects. Into Night Tube hours, Heathrow Terminal 5 station closed from 01.05 to 01.30 because of a fire alarm activation with trains being turned short at Terminals 2 & 3.

A multiple signal failure on the westbound at Sloane Square from 07.40 on **Saturday 16 February** set the District and outer rail Circle Line into 'severe delays' mode, culminating in a suspension through the area from 10.30 until 10.55 (Circle Line at 11.10), with nine trains cancelled in consequence. King's Cross LU station closed from 22.55 because of fire alarms activated on the Northern Line platforms. Most of the station reopened at 23.30 with the Northern Line following at 23.40.

Into Night Tube hours early on **Sunday 17 February**, the Jubilee Line was suspended north of Wembley Park from 01.30 to 02.10 to enable defective pointwork at Stanmore to be repaired, following a failure early the previous day. A lack of traction current between Chalfont substation and Amersham prevented the Metropolitan Line from starting up until 07.30. Problems with platform edge doors at Canary Wharf at 22.40 brought the Jubilee Line to a stand for 30 minutes, with the station closed in consequence. The station reopened at 23.55.

There was nothing out of the ordinary to note for **Monday 18 February**.

Tuesday 19 February, however, was a different ball game. The day began (or rather didn't begin!) on the Central Line, with a late completion of re-railing work at White City with services being suspended west of Marble Arch. First trains were roundly 45 minutes late westbound and 35 minutes late eastbound but not before nine trains had been cancelled. A track circuit failure at Bank suspended the Waterloo & City Line from 07.15 until 07.55, while a signal failure at Watford South Junction from 07.25 suspended the Metropolitan Line between Northwood and Watford until 08.30. A person under a northbound Victoria Line train at Highbury & Islington at 19.10 suspended the service north of Warren Street, with the Victoria Line and Great Northern part of the station closed. Two trains were stalled, one approaching Highbury until 20.30 and one north of King's Cross until 19.55 – the latter was authorised to return to the platform. Services resumed at 20.45.

Signalling problems at Rickmansworth from the start of traffic on **Wednesday 20 February** resulted in five trains being cancelled from the South Sidings and thus a very sparse service north of Rickmansworth until it was resolved at 06.45. A SPAD by a southbound Bakerloo Line train at Lambeth North at 07.50 on brought the whole (LU) line to a stand. Trains were held in platforms rather than reverse south to north at Piccadilly Circus, with services resuming at 08.15. Whitechapel station closed from 09.25 until 10.00 because of a fire alarm activated. A person struck by a train at Newbury Park at 18.10 suspended the Central Line between Hainault and Leytonstone on the outer rail, with the station being closed for inner rail trains too from 18.40. Services resumed and the station reopened at 19.25. Passenger action at Barking at 23.25 initially required eastbound trains to non-stop (with Barking reversers and stablers detraining at East Ham), with the station fully closed from 23.50 until the end of traffic.

The main event on **Thursday 21 February** was a points failure at Minories Junction, where the District and Circle lines part company between Tower Hill and Aldgate. Beginning at 08.25, the District Line was suspended west of Whitechapel, the Circle Line in its entirety and the Hammersmith & City Line east of Moorgate. Moreover, this had a serious knock-on effect to the Metropolitan Line service into the City. Many trains were stalled between stations and such was the blocking back that trains were stalled as far back as between West Brompton and Earl's Court and Fulham Broadway and West Brompton. The incident train at Minories Junction was diverted into the Circle Line platform at Aldgate, arriving at 08.55. Whilst a few trains were later able to proceed under failure conditions through running on the District Line only resumed under clear signals at 12.50. The Hammersmith & City Line had resumed to Barking previously at 11.00 but the outer rail Circle resumed at 13.30 to the 'all-round' pattern, the inner rail remaining suspended until the end of traffic. A total of 26 trains were cancelled – 13 C&H and 13 District. Later in the day, Sloane Square station closed from 18.05 to 18.30 because of a fire alarm activation.

On **Friday 22 February**, arcing on the track just south of Oxford Circus on the Bakerloo Line suspended the service south of Paddington from 10.50 until 11.40. A person assaulted on an eastbound District Line train at Becontree at 23.25 suspended the eastbound service east of Barking for 30 minutes, with the station reopening at 00.10. An eastbound empty Piccadilly Line train, attempting to stable in South Harrow Sidings at 00.25, had to stop short because of an overhanging tree. The rear of the train was still fouling the eastbound line and thus the last three eastbound Piccadilly Line trains were delayed until clear at 01.50. A continuing lack of Train Operators continues to plague the Piccadilly Line, with four trains cancelled during Night Tube.



Left: Northern Line Night Tube set 243 ready to leave Morden Depot from 6B road early on Saturday 23 February 2019. This train will return to Morden Depot at 02.23 on Sunday morning. Other trains wait their turn in the fog.

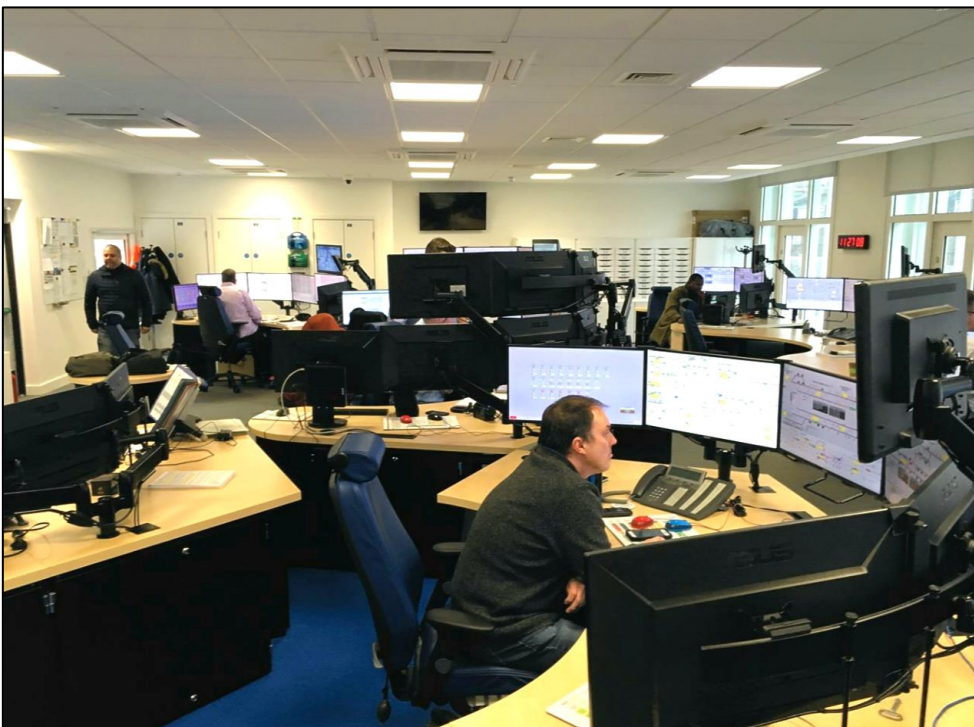
Photo: Brian Kemp

The only notable incident on **Saturday 23 February** was a person under a southbound Jubilee Line train at Swiss Cottage at 15.45, which suspended the service between Finchley Road and Waterloo until 17.15. A total of 18 trains were cancelled in consequence.

Just at the end of Night Tube early on **Sunday 24 February**, a person under an arriving southbound train at Brixton suspended the Victoria Line south of Victoria from 05.10 until 06.10. A fire alarm activation caused Wembley Central station to close from 12.45 until 13.40.

Monday 25 February was thus:

- Defective westbound Central Line train departing White City – 25-minute westbound delay from 10.10. The offending train was worked in restricted manual mode into the middle platform at North Acton.
- Multiple signal failure westbound at Sloane Square from 10.30. District Line continued through under failure conditions but the outer rail Circle Line was suspended until 11.10, from 11.35 to 12.05 and again from 13.05 to 13.30.
- Westbound Piccadilly Line trains to Heathrow diverted via the local line from Acton Town and non-stopped Northfields 19.05 to 19.45 – passenger ill on the platform.
- Regent's Park station closed 20.15 to 22.15 – lift defects.
- Loss of Piccadilly Line signalling from South Kensington control centre a 23.25 – 15-minute delay while the system was 'rebooted'.



Left: The new Piccadilly Line control centre at South Kensington, where the Controllers and Signal Operators are now based.

Photo: LURS Collection

On **Tuesday 26 February**, a train communications problem at Uxbridge caused an initial 20-minute delay to both Metropolitan and Piccadilly Line services from 09.15 with knock-on delays until fixed at 11.00. Smoke from under a westbound Piccadilly Line train at Bounds Green at 09.40 suspended the service east of Wood Green. Once a defective compressor had been isolated,

the train was moved to Wood Green and thence back into the siding, allowing services to resume at 10.05. Some 13 trains were cancelled in consequence. Two signals failing on the westbound approach to Moorgate from 14.50 suspended the Metropolitan Line into the City, with H&C and Circle Line trains continuing under failure conditions. Clear signals were obtained at 16.00 with the Metropolitan Line to the City resuming at 16.30. South Ruislip station closed from 16.50 to 19.50 because of a passenger altercation in the ticket hall. Lift defects necessitated the closure of Goodge Street station from 18.20 to 20.05.

A northbound Jubilee Line train was unable to depart from Wembley Park at 09.35 on **Wednesday 27 February** with a 'no movement' defect, suspending the service north of Willesden Green. Once resolved, services resumed at 10.00 – two trains were stalled between Neasden and Wembley Park for the duration. Emergency engineering work required by Network Rail at Willesden Junction caused the Bakerloo Line to be suspended north of Queen's Park from 23.00 until the close of traffic.

A person under a westbound train at Perivale suspended the Central Line's West Ruislip branch from 10.15 to 11.30 on **Thursday 28 February**. Later in the day a Network Rail signal failure at East Putney set the District Line's Wimbledon branch into 'severe delays' mode with a reduced service on the branch in consequence. Service recovery once clear at 18.00 was short lived because the Wimbledon branch was suspended from 18.20 to 18.50 because of a defective westbound train at Fulham Broadway. Two trains were stalled between stations for the duration.