

# UNDERGROUND DIARY

## APRIL 2019 – Continued.

**Saturday 27 April** was uneventful until 23.30, when Tottenham Court Road station closed because of a fire alarm activation, reopening at midnight. Just before the close of traffic on the Metropolitan Line, a person on the track at Northwick Park suspended services north of Wembley Park from 00.15 until 01.10. Just in to Night Tube hours, Green Park station closed from 01.10 to 01.30 because of a fire alarm activation. A passenger altercation on the last westbound train at South Harrow at 01.15 resulted in the train departing 25 minutes late to Uxbridge.

The only incident to mar **Sunday 28 April** was a points failure at Stratford at 17.25 resulting in a reduced service on the extension and a suspension east of West Ham until 18.20.

Points failing at Walthamstow Central at 11.20 on **Monday 29 April** reduced platform working to one, with the service thinned out north of Seven Sisters in consequence. The service was suspended north of Seven Sisters from 12.45 to 13.55 while a point motor was replaced.

**Tuesday 30 April** began with a person trackside at West Brompton, suspending the Wimbledon branch of the District Line from 06.25 to 07.10. A defective train approaching Hammersmith at 06.35, caused a 20-minute delay to the Circle and Hammersmith & City lines while it was authorised into the platform. A Central Line train suffered a continuing door defect at Tottenham Court Road at 09.10 (having first caused a problem back at Liverpool Street), bringing the westbound service to a stand. The result was that the train could only move in restricted manual mode and was thus put into Marble Arch Siding. Services resumed at 09.35 but two trains were stalled between stations for the duration. (The Central Line had a further 15-minute delay eastbound at Leytonstone from 18.10 because of a trackside fire). A track circuit failure just north of Baker Street at 12.45 brought all SSR lines to a stand in the area until 13.30. One westbound Metropolitan Line train was stalled at Baker Street Junction, which was brought into platform 6 and reversed back to the City. Stalled trains between Wembley park and Finchley Road were reversed south to north at Swiss Cottage, while nine other westbound/inner rail trains were stalled between stations for between 20 and 30 minutes.

## MAY 2019

A signal failure on the westbound at Dagenham East from 05.25 caused a delayed start on the District Line on **Wednesday 1 May**. The failure continued intermittently until fixed at 06.10 with six trains cancelled in consequence. A westbound Circle Line train became defective at Latimer Road at 08.25, unable to change from tripcock to CBTC mode (known in the trade as 'non-communicating [with the computer signalling]), suspending services between Edgware Road and Hammersmith. Once the train was able to move off at slow speed direct into the shunting neck at Hammersmith, services resumed at 09.10. Such was the blocking back of trains, that six were stalled between stations for varying periods, including one Metropolitan Line train west of Great Portland Street. In the meantime, a southbound Metropolitan Line train passed a signal at danger at Baker Street at 08.55. The train was authorised to set back behind the signal, with services resuming south of Wembley Park at 09.20. Eight trains were stalled between stations, varying for between 15 and 25 minutes. The three SSR lines were further disrupted from 09.30 because of a signal failure on the eastbound at Moorgate, with services suspended through the area until 10.10. Three trains were stalled between stations for 25 minutes, one east- and one westbound Metropolitan Line and one inner rail Circle Line train. Back on the District Line, a SPAD by an Up (eastbound) London Overground train at Gunnersbury caused a 30-minute suspension of the Richmond branch from 09.15.

There was nothing untoward to note for **Thursday 2 May**.

On **Friday 3 May**, the westbound platform at South Ealing was closed from 08.30 to 11.30 because of damage to step treads. A person under a main line train at Harrow & Wealdstone caused the Bakerloo Line to be suspended north of Stonebridge Park from 18.35 until 20.30. At 23.15 the Central Line was suspended west of Marble Arch because of a person accessing the track at White City and walking towards Shepherd's Bush, where the person was intercepted and removed by the police. Services resumed at 23.55. Two trains were stalled in the North Acton area for the duration.

High winds on **Saturday 4 May** caused two problems on the network. First was at Brent Cross at 14.30, where overhanging branches on both tracks suspended the Northern Line service north of Golders Green until 15.05 – three trains were stalled between stations throughout. The second incident was not on Underground property, but caused a service suspension west of Parsons Green on the District Line from 17.55 until 18.25. A tree across the track in the Barnes area was the cause of the problem and the traction current for this area also feeds the East Putney – Wimbledon section of the District Line. One westbound train was stalled approaching East Putney off current for the duration.

**Sunday 5 May** was uneventful until 13.15, when the Central Line suffered a loss of signalling control throughout the line, bringing services to a stand. On the basis that 61 trains are scheduled for service at that time, it was fortunate that only five trains were stalled between stations, and then only for between 5 and 20 minutes. Services resumed at 13.50. Points failing at Watford South Junction suspended all Metropolitan Line services north of Harrow-on-the-Hill to Amersham, Chesham and Watford from 15.25. One train was stalled approaching the junction for 30 minutes, with services resuming at 16.25. The day ended with a person trackside at King's Cross SSR, bringing the last few trains in the area to a stand from 00.20 until 01.00.

On Bank Holiday **Monday 6 May**, Kentish Town station closed from 11.45 because of escalator defects, reopening at 13.15. A person under a northbound train at Tottenham Hale at 17.20 suspended the Victoria Line north of Seven Sisters until 18.20. A SPAD by a westbound Metropolitan Line train approaching Farringdon at 19.45, followed by a track circuit failure, suspended the Metropolitan Line into the City, with the Circle and H&C delayed through the area. The all clear was given at 20.15.

**Tuesday 7 May** began with two problems affecting the start of traffic. On the Hammersmith and Circle lines, signalling/train issues at Hammersmith, with three separate delays of 15-20 minutes while the problems were resolved. A signal failure westbound at Upton Park disrupted the District Line and also the east end of the Hammersmith & City Line, already suffering from the failures at Hammersmith. The failure at Upton Park continued through the peak and in consequence 17 District and seven C&H trains were cancelled for the morning peak. A westbound Central Line train stalled between Stratford and Mile End at 19.15, suspending the service initially between Leytonstone and Liverpool Street. Having reached Mile End, the train was detrained and moved forward empty in restricted manual mode. The area of suspension was widened to Marble Arch, while the train crept towards Liverpool Street and then put back into the sidings. Services resumed at 20.00. A signal passed at danger on the northbound approach to Harrow-on-the-Hill at 20.45 suspended the northbound local service between Wembley Park and Harrow-on-the-Hill with trains being diverted via the northbound fast from the former in consequence. The incident train was eventually set back behind the signal and arrived in the platform after 30 minutes. One train was stalled approaching Northwick Park for the duration.

**Wednesday 8 May** was eventful, with a number of incidents taking place. At 08.10 the Piccadilly Line was suspended west of Green Park because of a report of a passenger with a firearm on a train at Earl's Court. Nothing untoward was found and services resumed at 08.40. An eastbound Piccadilly Line train was unable to obtain full speed at Heathrow T2,3 at 09.00, suspending the service west of Northfields. It departed in slow manual and reached Northfields Depot at 10.10, enabling services to resume. Points failing at Tower Hill westbound at 09.55 suspended the District Line between Whitechapel and Embankment, the outer rail Circle Line until 11.25, along with a reduced Hammersmith & City Line service east of Moorgate. Two westbound trains were stalled approaching Tower Hill, one until 11.00, the other for the duration. Unsafe windows from an office block above Holborn station necessitated its closure from 15.20 until 16.25. A signal failure at High Street Kensington from 16.40 suspended the District Line's Edgware Road service, along with the outer rail Circle Line. One Circle Line train stalled approaching High Street Kensington was authorised to return to Gloucester Road via the crossover by Cromwell Curve, while a District Line train stalled approaching High Street arrived in the platform under clear signals at 17.15, from when services resumed. The failure also impacted on the District main line service, with two trains stalled between stations throughout. Moreover, the District Line had four instances of signals passed at

danger (SPADs) during the day, two at Earl's Court, one at Plaistow and one at Ealing Broadway, with delays varying between 5 and 15 minutes according to circumstance.

A person reported trackside at Uxbridge at 07.50 on **Thursday 9 May** suspended the Metropolitan and Piccadilly lines, the former west of Ruislip, the latter west of South Harrow. In the event, nobody was found and services resumed at 08.20, with one westbound Piccadilly Line train stalled approaching Uxbridge for the duration. The westbound District Line service was disrupted from 11.45 at Upminster Bridge because of trains failing the tripcock tester. Several trains were involved and ran empty with a second person. However, each of the trains then passed the tripcock test at East Ham and thus re-entering service, so a defective tester at Upminster Bridge was taken out of use until the close of traffic.

On **Friday 10 May**, a northbound Jubilee Line train, which had a lighting defect on its way to Stanmore, stalled at St. John's Wood southbound at 07.50. Once detrained, it departed empty to Charing Cross, causing a 15-minute gap in the southbound service. A failure of the eastbound home signals to Aldgate suspended all three lines in the area from 10.05. Trains were moved out of the area one by one with services resuming under clear signals at 11.15. Lift defects at Mornington Crescent saw the station closed from 19.20 to 21.05. A multiple signal failure on the westbound at Knightsbridge caused an initial 15-minute delay from 19.45, causing the Piccadilly Line to go into 'severe delays' mode. Points failing at Lambeth North suspended the Bakerloo Line south of Piccadilly Circus from 23.55. Two trains were stalled between Elephant & Castle and Lambeth North for 20 minutes. With the problem unresolved, the service south of Piccadilly Circus remained suspended until the close of traffic.

During Night Tube hours early on **Saturday 11 May**, following the previous evening's signal failure at Knightsbridge, the Piccadilly Line was suspended through the area from 02.10 to 02.50 while repairs were carried out. Following the previous evening's points failure at Lambeth North, a number of Bakerloo Line trains had to be outstabled and therefore not available for the morning service. In all, seven trains were cancelled at various times before 09.00, although not all at the same time. Points failing at Neasden from 05.40 caused a 25-minute delay on the southbound Metropolitan Line. Further intermittent problems with the tripcock tester on the westbound at Upminster Bridge resulted in a number of trains running empty to East Ham (passing the tripcock tester successfully there) from mid-morning until late evening. At 16.15, points failing at Brixton caused the Victoria Line service to be reduced south of Victoria, with only one platform available for use at the terminus. Once the problem was identified, a 15-minute suspension took place from 17.40 while repairs were effected. The Bakerloo Line had a 20-minute delay from 19.15 because of passenger action on a northbound train at Kilburn Park. A person under an eastbound Central Line train at Notting Hill Gate suspended the service between White City and Liverpool Street from 20.55 to 21.50. Three trains were stalled between stations for between 25 and 40 minutes. The Piccadilly Line service was suspended east of Arnos Grove from 22.15 because of a person trackside at Cockfosters. Once off the track, services resumed at 22.45. Two trains were stalled between stations off current for the duration.

Towards the end of Night Tube hours on **Sunday 12 May**, Chalk Farm station closed from 05.30 to 06.40 at the request of the police because of a road traffic accident close by. North Greenwich station closed from 08.45 to 10.05 because of passenger action. An eastbound Piccadilly Line train was unable to depart from Uxbridge at 15.45 because of a no movement defect. With the problem unable to be resolved for the train to depart at normal speed, it remained in the platform until the close of traffic and then departed empty to Northfields via Acton Town.

A body discovered on the track overnight in Barking Sidings prevented the District and Hammersmith & City lines from starting up at the east end of the line on **Monday 13 May** until 06.00. Nine District and nine C&H trains were cancelled in consequence. The Circle and Hammersmith & City lines continued to be disrupted because of an intermittent track circuit failure on the eastbound at Moorgate from 07.10 and through the morning peak. In the meanwhile, a signal failure on the southbound at Warwick Avenue from 07.00 soon set the Bakerloo Line into 'severe delays' mode, with trains reported to be blocking back to Willesden Junction. Clear signals were obtained at 08.10 but with eight trains cancelled in consequence. The Bakerloo Line was in trouble again during the evening peak, suspended north of Queen's Park from 17.50 because of a defective London

Overground train on the southbound (Up DC) between Wembley Central and Stonebridge Park. One southbound Bakerloo Line train was held in the platform at Wembley Central with the possibility of it being worked across the emergency crossover out of the way. However, this was discounted and a London Overground train was authorised to run from Willesden Junction in the wrong direction to assist the stalled train. Once on site, passengers on the defective train were detrained via the track onto the assisting train, this being completed by 20.45. Once movement on the defective train had been obtained, it moved off to Willesden Depot at 22.00. Services resumed at 23.00. The number of cancellations varied during the evening, but reached half the service at 21.00.

On **Tuesday 14 May**, South Kensington station closed at 06.15 because of a fire alarm activation, reopening at 06.50. Two signals failing on the westbound approach to Farringdon set all three SSR lines into 'severe delays' mode from 08.00 – three Metropolitan Line trains and seven C&H trains were cancelled in consequence with clear signals at 09.00. A SPAD by an eastbound train departing Wimbledon at 08.25 suspended the District Line west of Parsons Green. It was authorised to set back behind the signal, departing at 09.00 but it was 09.15 when the last of three stalled westbound trains reached platforms. Edgware Road Bakerloo Line station closed from 17.35 until 18.00 because of lift defects.

An intermittent signal failure on the eastbound approach to Tower Hill from 08.05 on **Wednesday 15 May** resulted in slow progress through the area and 16 trains cancelled in consequence (11 District and five Circle Line). The inability to resolve the problem meant that points were later secured and the bay platform at Tower Hill taken out of commission for the rest of the day. Trains scheduled to Tower Hill were either diverted to High Street Kensington or extended to Whitechapel to reverse. The blocking back of trains also had repercussions on the Hammersmith & City Line service. Intermittent signalling problems on the City branch at Euston from 18.15 caused delays to the northbound Northern Line, with a number of trains having to be diverted via the Charing Cross branch from Kennington until it was resolved at 19.40.

**Thursday 16 May** is summarised thus:

- Signalling problems at Hammersmith from 04.55 prevented all movement in the area and the service west of Edgware Road suspended until 05.55.
- Kentish Town remained closed from the start of traffic until 05.55 because of insufficient staff.
- Track circuit failure Queen's Park northbound from 06.05 with service suspended north of Paddington. One northbound train was stalled approaching Queen's Park for 25 minutes (authorised to return to Kilburn Park) but one southbound train was stalled in the North Shed at Queen's Park, it's passengers being detrained via the track to the station, arriving at 07.05. Services resumed at 07.45 with eight trains cancelled.
- Metropolitan Line suspended Baker Street – Aldgate and the Hammersmith & Circle lines Edgware Road – King's Cross 09.50 to 10.35 – track circuit failure at Baker Street Junction.
- Victoria Line suspended south of Warren Street from 15.45 to 16.55 – person under a southbound train at Victoria. Service recovery was hampered by a dog in the tunnel at Blackhorse Road at 17.00, then suspending the service north of Highbury & Islington. Three trains were stalled between stations, two for 25 minutes and one for 45 minutes. The dog was elusive to track down with various sightings and the service being held, eventually being recovered at 19.15, when normal running resumed. A total of 13 trains were cancelled throughout both incidents.
- A track fire on the northbound at Kilburn Park suspended the service north of Paddington from 19.55. The discharge of traction current at 20.00 suspended the whole line because it was no longer possible to reverse at Paddington. Services resumed at 20.20. The Bakerloo Line was in further trouble at 20.50 because of a person under a northbound train at Edgware Road with the service suspended north of Piccadilly Circus until 21.35.

On **Friday 17 May**, the westbound platform at Monument was unable to open until 08.05 because of flooding from a building above the station. Stamford Brook station closed from 19.10 to 20.10 because of a local power failure. Chancery Lane station closed from 23.15 because of insufficient staff. The day otherwise offered no excursions from the norm.

On **Saturday 18 May**, Chancery Lane station remained closed from Night Tube hours until 06.50 because of insufficient staff. Points failing at Neasden from 05.35 suspended the Metropolitan Line south of Wembley Park until 06.05 – one southbound Metropolitan Line train was stalled

approaching Neasden throughout. A signal failure at Rickmansworth from 07.25 suspended the Metropolitan Line from Moor Park to Amersham and Chesham until 08.15. A track fire between Gunnersbury and Kew Gardens suspended the District Line's Richmond branch from 11.55 until 12.30. A lack of Train Operators caused extended gaps in the Central Line service during Night Tube hours, despite a lesser number of trains in service because of weekend engineering at the west end of the line.

The only incidents of note on **Sunday 19 May** were (1) the closure of Bond Street station from 10.05 until 11.45 because of a fire alarm activation and consequent fault on the alarm system and (2) a 20-minute delay westbound at Covent Garden from 20.30 because of a train with a braking defect.

A signal failure at White City from 16.45 on **Monday 20 May** caused delays to the Central Line service, with trains continuing to operate under failure conditions until fixed at 18.25. A total of 14 trains were cancelled in consequence. Marble Arch station went into 'exit only' mode from 21.00 to 21.55 because of a passenger taken ill on the stairs leading to the platform – the exit stairway and passageway was unaffected.

**Tuesday 21 May** is summarised thus:

- Reduced three-train service on the Waterloo & City Line from the start of traffic – signal failure eastbound between Waterloo and Bank. Service suspended from 07.50 to 08.35 while repairs were effected.
- Aldgate East station closed 08.30 to 09.35 – local power failure.
- Eastbound Piccadilly Line delayed for 25 minutes from 13.30 – SPAD at Hammersmith. The train was authorised to set back behind the signal and then was taken out of service to the siding.
- Finsbury Park station closed 18.05 to 18.50 – suspicious vehicle close by the station.

The Northern Line had a 25-minute late start northbound through Camden Town on **Wednesday 22 May** because of a defect on points. Suspended from the start of traffic was the Metropolitan Line south of Wembley Park because of points failing at Neasden. The first southbound train from Wembley Park departed at 06.00 – an hour later than scheduled. The Metropolitan Line was also in trouble later, because of a track fire at Watford, suspending services north of Moor Park from 12.00 to 13.00. One train was stalled approaching Watford for 45 minutes.

**Thursday 23 May** began with Regent's Park station remaining closed until 06.00 because of insufficient staff. A Jubilee Line train became stalled on the northbound between Bond Street and Baker Street at 05.45, which was the second train of the day through the area. Disused tunnel telephone wires had become dislodged and fell onto the track, the train having them entwined underneath it. The service was suspended between Waterloo and Finchley Road with only the incident train stalled between the two stations. Passengers on the train were detrained via the track back to Bond Street station, which was completed by 06.55. The loose wires were then secured and once traction current had been restored, the train moved off in restricted manual mode. Services resumed at 09.40, by which time 36 out of the 59 trains had been cancelled. As a consequence of this incident, the Metropolitan Line was swamped by Jubilee Line passengers which caused considerable late running southbound and blocking back on the approach to Finchley Road. A person ill on a southbound Metropolitan Line train approaching Willesden Green also added to the delay while the passenger was helped off the train when it arrived in the platform. A smouldering current rail insulating 'pot' at Queen's Park caused the Bakerloo Line to be suspended north of Paddington from 11.00 to 11.25. Points failing at High Barnet at 11.15 suspended the Northern Line north of Finchley Central until 11.40. Initially, just one platform was available for terminating trains when the service resumed, but all three platforms became available again within a short time. Services on the Hammersmith & City and Circle lines were disrupted from 20.45 because of train crewing issues at Edgware Road with missed relief and late running which continued for much of the evening. To ease the congestion, the District Line was suspended east of High Street Kensington from 22.30 until 23.10.

***To be continued in next issue ...***