

UNDERGROUND DIARY

MARCH 2018

Problems with the snow continued on **Thursday 1 March**, with only the significant incidents of the day summarised, as follows:

- Westbourne Park station remained closed from start of traffic – local power failure from the previous day. Opened at 07.25.
- Piccadilly Line suspended east of Oakwood 06.20 to 08.10 – train gapped entering service from depot.
- Southbound Northern Line train stalled at Hendon Central from 08.15 – service suspended Edgware – Golders Green until 09.15.
- Eastbound Jubilee Line train stalled approaching Stratford at 07.05 – service suspended West Ham – Stratford until 07.50. Service recovery hindered immediately after by a defective westbound train at West Ham, causing another 20-minute delay.
- Signal failure south of Kilburn southbound Metropolitan Line at 07.50. Suspended south of Wembley Park 08.35 to 09.25. Problems were exacerbated by a signalling problem between Wembley Park and Neasden Depot.
- Turnpike Lane station closed 11.50 to 12.35 – fire alarm activated,
- Metropolitan Line suspended south of Wembley Park 13.30 to 14.25 – defective northbound train at Marlborough Road disused station.
- Intermittent signal failure on the westbound approach to Hammersmith Piccadilly Line from 18.55. Working trains through Hammersmith loop siding also failed intermittently and trains blocked back as far as Knightsbridge. Because of many other problems affecting the line, late running in excess of an hour and crew reliefs disrupted, it was difficult to recover because the lack of reversing facilities (Hammersmith and Hyde Park Corner were unavailable, as were some routes at Acton Town). Trains were taking in excess of 20 minutes between Hammersmith and Acton Town.
- Godge Street closed 20.00 to 21.35 – lift defects.
- Eastbound District Line trains non-stopped Becontree 20.20 to 22.25 – flooding caused by burst water pipe.



A westbound Piccadilly Line train has just come off the South Harrow viaduct on the downhill run and approaching Rayners Lane (*Above, Left*) while a westbound Central Line train approaches Stratford (*Above*). An inner rail Central Line train is between Newbury Park and Barkingside (*Left*), with arcing from under the car nearest the camera.

Photos: Justin Bailey (Above, Left), Kim Rennie (Above) and Simon Smiler (Left)



Above: A Central Line train of 1992 Tube Stock speeds eastbound between Buckhurst Hill and Loughton.

Photo: John Smith

Below: Southbound Jubilee and Metropolitan Line trains at Neasden. The Jubilee Line train was in restricted manual mode, which failed just north of Neasden. It detrained in the platform before then proceeding back into the depot.

Photo: Tommy Cooling



Above: With snow covering the roof and tops of the doors, 1996 Tube Stock trailer 96225 stands in platform 13 at Stratford.

Photo: Kim Rennie

Below: An unmodified (for TBTC) S8 has departed Northwood, heading south on the local line. The edge of the signal backing plate of outer home signal JF1 is in white and blue, this being one of several signals that are prone to SPADs.

Photo: Justin Bailey



Above: Two views in Neasden Depot with two S8 trains (*Left*) berthed on the 'Winterisation' roads 46 and 45. Passing by the train wash (*Right*), a 1996 Tube Stock train heads north along No.11 Reception Road, destined for Wembley Park, where it will enter passenger service.

Both photos: Ian Grainger

On **Friday 2 March**, a northbound train stalled exiting Highgate Depot at 05.35 suspending the service between East Finchley and Mill Hill East/High Barnet until 06.15. A multiple signal failure at Queen's Park at 07.45 brought the Bakerloo Line to a stand on the LU section. One train was stalled approaching Queen's Park until 08.40. A shuttle was implemented between Harrow and Kilburn High Road while the trains were cleared from Queen's Park, services resuming at 09.00. A tree uprooted between Turnham Green and Gunnersbury was struck by a westbound train at 08.25, suspending the District Line's Richmond service until 10.15. The incident train (DM 21449) sustained a broken windscreen and was eventually worked to depot. An intermittent signal failure at Lambeth North from 15.00 caused the Bakerloo Line to go into severe delays mode through the peak, with the fault fixed at 17.00. A northbound Jubilee Line train stalled approaching Neasden at 15.15, suspending the service north of Willesden Green until 16.00. Points failing at Uxbridge at 15.35 suspended the Metropolitan Line west of Ruislip and the Piccadilly Line west of Rayners Lane until 16.05. Arnos Grove station closed from 15.55 to 16.30 because of a track fire, while Bank station closed from 16.00 to 19.00 because of escalator defects. The Metropolitan Line's Chesham service was suspended from 16.30 to 18.40 so that anti-snowing resources were kept available for the 'main line', despite there being no problems at that stage on the single line. A fire alert on the main line station at Euston required the LU station to close from 17.45 to 18.20. A northbound Metropolitan Line train stalled on iced-up current rails at Amersham from 22.15, suspending the service north of Chalfont & Latimer. The handful of passengers on the train were detrained via the track to Amersham station, which was completed by 23.05. The service resumed at 00.20. A fire alarm activated at Marble Arch necessitated the station's closure from 22.15 until 22.50. The cause was smoke from under a westbound train, which was stabled in the siding, causing a 20-minute westbound delay.

Saturday 3 March began with Maida Vale station remaining closed because of a burst water main at street level, opening for business at 07.15. A burst water pipe caused flooding at Loughton, with the station closing from 05.40 until 07.25 while another burst pipe at Baker Street affecting platforms 1-4 caused Metropolitan Line trains to non-stop – Baker Street terminating trains were detrained at Finchley Road and ran empty to and from Baker Street. A person ill on a train at Heathrow Terminal 5 at 06.15 suspended the Piccadilly Line west of Heathrow T2,3 until 06.45. A signal failure at Bank from 09.00 suspended the Waterloo & City Line until 09.50, with one train stalled on the approach and subsequently authorised to return to Waterloo, which was completed at 09.25. Goodge Street station closed from 10.45 until 11.30 because of lift defects. One pair of lifts were out of service for extended maintenance while another became defective. Another burst water pipe, this time at Leytonstone, flooded the ticket hall and closed the station from 18.15 until 20.40, while excess water from guttering at Dagenham East caused eastbound trains to non-stop from 17.25 until 17.55. The eastbound platform at St. James's Park was non-stopped from 17.40 until 21.30 because of a burst pipe above the platform. A signal failure at PiccEx Junction (between Heathrow T2,3 and T5) at 19.10 resulted in an initial 15-minute delay to the Piccadilly Line's Heathrow service but culminated in a suspension west of T2,3 in Night Tube hours from 01.35 until 02.50 (in the early hours of Sunday). The Piccadilly Line was also in trouble at the east end of the line with a combination of a signal failure and arcing under a westbound train between Turnpike Lane and Manor House from 02.00. The offending train was detrained and reversed at King's Cross, thence being sent to Cockfosters Depot. In the meanwhile, the cause of the problem was found to be dislodged tunnel telephone wires on the track causing a short circuit. In the meanwhile, at 23.30 on Saturday night, Queensbury station closed because of a local power failure, not reopening until 02.35 Sunday morning.

Sunday 4 March was thus:

- Wembley Park station closed 05.10 to 05.30 – fire alarm activated.
- Southbound Metropolitan Line trains non-stopped North Harrow 07.30 until 08.40 – burst water pipe causing flooding.
- District Line suspended east of Dagenham East from 17.45 to 19.30 – multiple signal failure at Upminster.
- Metropolitan Line suspended north of Rickmansworth 19.10 to 20.05 – points failure at Chalfont & Latimer. One Up (southbound) Chiltern Railways train stalled approaching Chalfont & Latimer was authorised to return to Amersham, arriving at 19.40.
- Piccadilly Line suspended east of Wood Green 20.30 to 22.15 – person under an eastbound train at Bounds Green.

- Central Line suspended Leytonstone – Woodford via Hainault 23.20 to 23.45 – person trackside at Hainault.

Monday 5 March began with points failing at Chalfont & Latimer, suspending the service to and from Chesham until 06.30. The failure repeated itself at 15.15, suspending the service north of Rickmansworth. Trains to Amersham resumed at 15.40 and to Chesham at 16.00. Further problems with the two operational lifts necessitated Goodge Street station closing from 10.10 until 11.40 and again from 13.00 to 14.20. The District Line was suspended east of Dagenham East from 15.30 until 16.00 because of a signal failure at Upminster. Brixton station was closed to incoming passengers from 18.10 to 19.50 because of a water leak above one of the escalators.

On **Tuesday 6 March**, Paddington (Suburban) station was unable to open until 05.30 because of insufficient staff. A track fire on the westbound at Gunnersbury suspended the Richmond branch of the District Line from 07.15 until 08.05. Two signals failing on the eastbound at Sudbury Town from 09.25 set the Uxbridge branch of the Piccadilly Line into 'severe delays' mode, with the (Piccadilly Line) service suspended west of Rayners Lane from 10.45 to 11.30 to aid service recovery (each train was taking ten minutes to pass through the failure area). A Network Rail signal failure at Wimbledon Park from 15.00 resulted in a reduced service west of Parsons Green and culminating in a suspension from 18.25 to 19.20. On-going Network Rail signalling problems at Richmond caused the Richmond branch of the District Line to be suspended from 22.15. A limited service resumed between Turnham Green and Gunnersbury from 22.55 but remained suspended to Richmond until the end of traffic.

Caledonian Road and Russell Square stations remained closed from the start of traffic on **Wednesday 7 March** because of insufficient staff, both until 06.25. Also from the start of traffic, points failing at King's Cross prevented the Piccadilly Line from starting up between Cockfosters and Hyde Park Corner until 06.15. A total of 12 trains were cancelled for the morning peak in consequence. A report of a smell of gas at Bounds Green station necessitated its closure from 10.15 until 11.50. The Wimbledon branch of the District Line was suspended from 15.45 until 16.30 because of a signal failure at Parsons Green. One eastbound train was stalled on the approach to Parsons Green for the duration. A SPAD by a southbound Bakerloo Line train at Queen's Park at 20.10 caused a 25-minute delay while the train was set back behind the signal. A local power failure caused Stonebridge Park station to close from 21.35 until 22.40.

Network Rail points failing at Queen's Park caused a 30-minute stand to Bakerloo Line services north thereof from 05.30 on **Thursday 8 March**, while later in the day, a Network Rail signal failure at East Putney from 18.15 resulted in a 25-minute stand with two trains stalled between stations throughout.

At the south end of the Victoria Line on **Friday 9 March**, Vauxhall and Stockwell stations remained closed until 06.05, while Pimlico closed from 05.45 until 06.05, all for insufficient staff. For the same reason, Maida Vale on the Bakerloo Line remained closed until 06.00. The Central Line was suspended between Leytonstone and Liverpool Street from 18.15 to 18.35 because of a person struck by a westbound train at Mile End. However, the station remained closed until 19.25. A local power failure at Westbourne Park (which began at 14.10) necessitated the station's closure from 22.45 until the end of traffic.

Saturday 10 March was 'all about stations', with no notable operational issues. Knightsbridge station remained closed until 06.15 because of a local power failure, Piccadilly Circus station closed from 07.05 to 07.25 because of a fire alarm activation. Goodge Street station closed from 15.45 to 17.30 because of lift defects and Holborn station closed from 18.30 to 18.50 because of an unattended item on the westbound Piccadilly Line platform.

On **Sunday 11 March** a signal failure at Gloucester Road at 07.20 suspended the District and Circle lines through the area. One train was stalled approaching Gloucester Road Junction until 07.50. The District Line resumed at 08.05, the Circle Line at 09.25. A signal failure on the northbound at Marlborough Road disused station set the Metropolitan Line into 'severe delays' mode from 10.25 until cleared at 11.55, with a reduced service south of Wembley Park in consequence. The blocking back of northbound trains also delayed trains on the Hammersmith & City Line during the failure period. A security alert close by resulted in Fulham Broadway station closing from 12.40 until 13.10. Oxford Circus station closed from 20.05 until 20.35 because of a public demonstration nearby. A fire in a disused building close to Alperton station necessitated its closure from 18.15 until the end of traffic. A person under a northbound Northern Line train at Stockwell suspended the service south of Kennington from 21.30 until 22.05.

A loss of signal main current between Knightsbridge and South Kensington prevented the Piccadilly Line from starting up between Green Park and Hammersmith until 06.35 on **Monday 12 March**, with 19 trains cancelled in consequence. A northbound Jubilee Line train stalled approaching Baker Street at 08.20 bringing the whole line to a stand. The train was moved in restricted manual mode to West Hampstead siding, enabling services to resume at 09.05. Nine trains were cancelled for the morning peak. A Network Rail signal failure at Willesden Junction, which began at 08.20, culminated in a suspension north of Queen's Park from 09.10 to 09.35. A cable defect on the westbound at Sudbury Hill, discovered at 09.30, resulted in a suspension of the Piccadilly Line's Rayners Lane branch from 11.50 to 12.20 while the offending cable was replaced. Lift defects resulted in Chalk Farm station operating exit only mode from 10.05 until 13.25. Points failing at Bank suspended the Waterloo & City Line from 15.20 for an hour.

The Metropolitan Line had a disturbed morning peak on **Tuesday 13 March** with a signal failure between Preston Road and Wembley Park on the southbound local line, costing six cancelled trains, blocking back and late running. A SPAD by a westbound Piccadilly Line train approaching Ealing Common at 11.25 caused a 25-minute delay while the train was set back behind the signal. In Ealing Common Depot, an empty train derailed at 13.40 at the east end, involving S7 DM car 21313. In consequence, trains entering the service for the evening peak did so via the west end of the depot. One of the entrances to Seven Sisters LU station closed at 23.05 until the end of traffic following a stabbing incident close to the station

Wednesday 14 March may be summarised thus:

- Continuing power supply problems saw Westbourne Park station close from 05.55 to 06.40 and again from 18.15 to 19.50 and once more from 20.20. The westbound platform reopened at 20.45 and the eastbound at 22.55.
- A 20-minute delay on the outer rail Central Line at Fairlop from 10.15 was caused by a noxious smell with the Train Operator unable to continue.
- Points failure at Seven Sisters from 10.30 – initial 10-minute delay. However, the continuing failure saw severe blocking back (of trains) and the service working up to 40 minutes late, even with seven trains cancelled for the evening peak. The problem continued until the end of traffic. Furthermore, a defective southbound train at Blackhorse Road at 16.50 caused another 10-minute initial delay and further problems when it got to Victoria resulted in another 15-minute 'sit down'.
- Defective eastbound train at North Acton at 12.10. After an initial 25-minute delay, eastbound trains worked through the middle platform. The defective train gained movement and departed North Acton at 13.50, only to become stalled again east of the station. This suspended services west of White City, with one train subsequently stalled with passengers on approaching North Acton for 50 minutes. The train behind was used to 'push out' the defective train, the 16-car ensemble reaching White City at 16.10, enabling services to resume – at that point with 27 trains cancelled.
- Hyde Park Corner station closed 12.40 to 13.00 – fire alarm activation.
- Upminster Bridge station closed from 17.30 until the end of traffic – unsafe ceiling reported in the ticket hall.
- Passengers were trapped inside a stalled lift at West Ham from 18.45 until 19.45.
- District Line suspended east of Dagenham East from 19.15 to 19.45 – points failing at Upminster.

The Richmond branch of the District Line had a 20-minute late start on **Thursday 15 March** because of a late finish to Network Rail engineering work at the terminus. Continuing power supply problems at Westbourne Park station caused eastbound trains to non-stop from 06.15 until 07.30. Additional platform staff would normally be deployed to give the trains 'the right' but because of the platform curvature, three would be required and three extra staff members just weren't available. A multiple signal failure at Gunnersbury from 12.40 suspended the Richmond branch once again, this time for 45 minutes. A Network Rail signal failure at Wimbledon Park suspended the District Line west of Parsons Green from 15.00 to 15.40. The westbound entrance at Woodford station was closed from 18.00 until the end of traffic because of a stabbing incident close to the station.

The street entrance to the westbound at Woodford remained closed until 12.20 on **Friday 16 March** (q.v.). What appeared to be an air burst on a westbound train at Stratford suspended the Central Line between Leytonstone and Liverpool Street from 08.10. The defective train was worked empty to Liverpool Street sidings, enabling services to resume at 08.45. A track circuit failure at Lambeth North at 17.20 brought the Bakerloo Line to a stand for 20 minutes, with one train stalled on the approach for

the duration. A points failure at Uxbridge from 17.45 caused 'minor delays' for the Metropolitan Line, with platform 1 out of use. In consequence, Piccadilly Line trains to Uxbridge were suspended (diverted to Northfields or turned short at South Harrow) until cleared at 19.30. The Hainault – Woodford section of the Central Line was suspended from 19.20 until 20.05 when a train proceeding to depot from platform 1 at Hainault became gapped off current, thereby fouling the main line and preventing movement in the area.

Early on **Saturday 17 March** it was necessary for a track inspection to take place in the Wood Lane area of the Central Line. This was because a defective train from a previous night and then current remaining on for adverse weather prevented the track patrol taking place. In consequence the service was suspended west of Queensway from 03.00 until 03.35 while this was undertaken. Angel station was closed from the start of traffic until 06.35 because of insufficient staff. The Northern Line was suspended between Morden and Kennington from 05.20 until 06.35 because of a person under a northbound train at Stockwell. Northbound Metropolitan Line trains non-stopped Northwood Hills station from 18.25 until 19.15 because of a passenger taken ill. The combination of a signal failure and negative earth on the westbound at Ravenscourt Park, set the District Line service to Ealing and Richmond into 'severe delays' mode from 18.45, culminating in a suspension of service west of Earl's Court from 19.10 to 19.40.

Sunday 18 March saw more snow in the London area but there was very little disruption apart from late at night on the Jubilee Line (q.v.). Seen (*Below*) is an eastbound train of 1973 Tube Stock between South Harrow and Sudbury Hill.

Photo: Tommy Cooling



On **Sunday 18 March**, two signals failing west of Heathrow T2,3 from 13.40 suspended the Piccadilly Line west of Hatton Cross. Once three stalled trains had been moved into platforms, a limited service resumed between Hatton Cross and T2,3 at 14.20. A trackside smouldering was eventually dealt with, enabling services to resume at 16.20. What began with a train iced-up in Stanmore Sidings at 20.20 turned into a suspension north of Wembley Park from 22.45 to 23.30 while the southbound traction current section was used to power up the stalled train, using rail gap jumper leads. This resulted in very late last south/eastbound trains and in consequence the last trains non-stopped Green Park, Westminster and Canada Water because of insufficient staff.



The Piccadilly Line was suspended on the Terminal 4 loop and west of Heathrow T2,3 from 05.45 to 07.30 on **Monday 19 March** because of a signal failure at PiccEx Junction (which is west of T2,3 where the T4 and T5 routes converge). One train from T4 was stalled approaching the junction, which was authorised to return to Terminal 4, arriving at 06.20. The train already in the platform had to be moved back to accommodate the train being returned to the station, giving a rare sight of two trains nose-to-nose in the platform (*Left*).

Photo: Anthony Roberts

Other events on the day included:

- Points failing just east of North Greenwich from 06.10 suspended services between there and Stratford, but east of Canary Wharf from 07.30 while current was taken off for track access. The service resumed at 08.00 with 26 trains cancelled.
- Covent Garden station closed 09.15 to 09.40 – all lifts stalled in the shaft.
- Westbound Piccadilly Line delayed at Barons Court from 13.20 – defective train. It was detrained and moved empty to Northfields Depot at 13.35, arriving at 13.55. Two trains were stalled between stations throughout.
- Signal failure at Barking from 15.50, preventing access into Barking Sidings by Hammersmith & City Line trains, which were turned short at Plaistow and West Ham while the queue of trains approaching Barking were cleared. Use of Barking Sidings resumed at 16.35.
- Jubilee Line suspended east of Canary Wharf 18.20 to 18.45 – unattended item on an eastbound train at North Greenwich.

Tuesday 20 March offered no excursions from the norm.

Moorgate station remained closed until 05.30 on **Wednesday 21 March** because of a fault on the fire detection system and had to close again for the same reason from 09.15 to 09.45. The Jubilee Line was suspended between Finchley Road and Waterloo from 06.20 until 07.35 because of a person under a southbound train at Bond Street – 21 trains were cancelled in consequence. An intermittent Network Rail signal failure at Richmond at 15.35 suspended the District Line between Turnham Green and Richmond from 15.30. One train was stalled approaching Richmond, which was authorised to return to Kew Gardens, arriving at 16.15. The District Line resumed a limited service to Gunnersbury from 16.45 and to Richmond an hour later. Service recovery was hampered with a signal failure on the westbound at Upton Park from 18.25 with services delayed until clear at 19.05. The westbound Piccadilly Line had a 20-minute delay at Turnpike Lane from 22.55 because of a passenger altercation.

Insufficient staff kept Finsbury Park station closed until 05.55 on **Thursday 22 March**, while the discovery of a body in the suicide pit at Brixton meant that the Victoria Line service had only one platform to reverse until 06.40. Problems with the one available lift and it subsequently being taken out of service, meant that Chalk Farm station was 'exit only' from 08.00 until 17.35. A defective eastbound Central Line train at Queensway at 19.00 caused a 25-minute delay while it was worked to Marble Arch Siding. The Bakerloo Line was suspended north of Stonebridge Park from 19.55 to 20.30 because of a passenger altercation on a northbound train at South Kenton. A further 25-minute delay took place on the Central Line at 21.40, when a passenger went walkabout in the eastbound tunnel from Marble Arch. He was caught on arrival at Bond Street and arrested.

Friday 23 March kicked off with a track circuit failure in the Triangle Sidings area from the start of traffic, suspending the District Line between Earl's Court and Edgware Road until 06.00. White City and Wood

Lane stations both closed from 11.40 until 12.20 because of a security alert in the Westfield shopping centre. Services on the Central Line were suspended between Leytonstone and Epping from 16.25 because of a defective eastbound train at Snaresbrook. One stalled eastbound train was authorised forward to detrain its passengers onto Snaresbrook platform via the leading car. The defective train departed at 17.10 and once clear of Woodford Junction enabled service to Epping to resume. However, the defective train stalled again approaching Grange Hill at 17.25, suspending the service on the Hainault loop until 17.55. At 18.55 points failing east of Earl's Court suspended the District Line's Edgware Road service until 19.55, with eastbound trains routed via platform 1 in consequence. Mile End station closed from 22.30 until 22.55 because of an altercation outside the station. In Stonebridge Park Depot, unit 3238 was damaged in a collision with the buffer stops at 17.45.

There was nothing serious to note on **Saturday 24 March** – there were a few incidents but none causing more than 20 minutes' delay.

In Night Tube hours early on **Sunday 25 March**, both Wood Green and Turnpike Lane stations closed because of a local power failure, 02.55 to 05.00 and 03.10 to 03.35 respectively. The Piccadilly Line was suspended west of Heathrow T2,3 from 04.25 until 05.10 because of passenger action at T5. A fire alarm activated at Bank station necessitated its closure from 06.00 to 06.25 – only the Central Line was affected as other services had still to begin. On the District Line, a Network Rail signal failure at Wimbledon suspended the District Line west of Wimbledon Park from 18.25 to 19.50 but with a much reduced service west of Parsons Green in consequence. A Down (northbound) Chiltern Railways train had to make an unscheduled stop at Moor Park at 21.25 because of a passenger ill on the train, causing a 45-minute delay to Chiltern services (Metropolitan Line trains operated normally via the northbound local line). A SPAD by a District Line train on its way to Kensington Olympia (but adjacent to the exit from Lillie Bridge Depot) at 21.50 suspended the shuttle service. The incident train eventually reached the station at 23.00 but problems with points in the area meant that the service remained suspended until the last train.

On **Monday 26 March** a Network Rail signal failure at Wimbledon Park from 15.40 resulted in a reduced service on the Wimbledon branch, which continued until the end of traffic. Selected Edgware Road trains were turned short at Parsons Green. A northbound Victoria Line train was unable to depart from Tottenham Hale at 21.05 because of a defect, suspending the service north of Seven Sisters until 21.35. Mile End and Bethnal Green stations remained closed until 05.45 and 06.15 respectively on **Tuesday 27 March** because of insufficient staff. The District and Piccadilly lines had a 25-minute late start at the west end because of incomplete work on points at Acton Town. This resulted in some routes at Acton Town being unavailable throughout the day, reducing flexibility. A signalling problem at Stratford from 11.25 suspended the Jubilee Line east of North Greenwich until 11.50. Three eastbound trains were stalled between stations throughout the incident. A Network Rail signal failure at Kenton suspended the Bakerloo Line north of Stonebridge Park from 12.20 for an hour. A person under a westbound train at Arnos Grove at 12.55 suspended the Piccadilly Line east of Wood Green until 14.05. One westbound train was stalled approaching Arnos Grove for the duration and 18 trains were cancelled in consequence. The Piccadilly Line was suspended west of Hatton Cross from 23.00 because of two signals failing on the eastbound approach. Although effectively suspended until the end of traffic, the last trains were authorised through the failure area with the last eastbound train 60 minutes late and the last (Piccadilly Line) Uxbridge train 25 minutes late. However, because of the very late running, most stations through to Wood Green had closed by 01.05 because of insufficient staff to keep them open.

Points failing at Walthamstow Central from 14.40 brought the Victoria Line to a stand several times during the afternoon of **Wednesday 28 March**, with suspensions north of Seven Sisters from 15.25 to 15.50 and 16.25 to 18.15. With 12 trains cancelled for the evening peak and only one platform available at Walthamstow, the line remained under par for the rest of the evening and through to the close of traffic. An outer rail Circle Line train was unable to depart from King's Cross at 16.45 because of a multiple door defect. Eastbound trains in the area remained at a stand until the train departed empty at 17.10 and put into Moorgate bay platforms. A person under a southbound train at Leicester Square suspended the southbound Northern Line service via Charing Cross from 19.40 until 20.50.

Thursday 29 March began with a defective southbound Victoria Line train at Finsbury Park at 07.10, which caused a 20-minute gap 'through the road' – the offending train was put into Victoria sidings. Edgware Road Bakerloo Line station closed from 13.20 to 13.45 because of lift defects. A loss of signal main current between Campbell Road (east of Bow Road) and Upney at 17.15 suspended the

Hammersmith & City Line east of Moorgate and the District Line between Whitechapel and Dagenham East. Seven District Line trains were stalled between stations, all of which were moved up in turn to detrain via a platform. The slow progress of the traffic jam of trains on the eastbound approach to Whitechapel soon caused the inner rail Circle Line to be suspended and a similar situation at Acton Town also impacted on the west end of the Piccadilly Line with 'severe delays'. Once a section of defective cable had been identified and isolated, services resumed in stages – inner rail Circle Line at 19.55, District Line at 20.20 and the Hammersmith & City Line at 21.00, by which time 26 District Line and 14 C&H trains had been cancelled. Points failing at Wood Green from 21.25 suspended the Piccadilly Line between Arnos Grove and King's Cross until 21.55. Lift defects caused Goodge Street station to close from 22.40 to 23.25. Bromley-by-Bow station closed from 23.15 until the end of traffic because of a local power failure.

On **Friday 30 March**, passengers were trapped in a lift at North Greenwich, which stalled in the shaft at 19.05. They were released at 20.10. Meanwhile, the Metropolitan Line was suspended south of Wembley Park from 17.45 caused by a traction current discharge by a tunnel telephone line operation between Baker Street and Marlborough Road. The incident train had run over dislodged tunnel telephone wires. The blocking back of trains also brought the C&H services to a stand, initially for 20 minutes but with further delays whilst trying to clear the City of Metropolitan Line trains. Three trains were stalled between stations, the incident train (throughout) but that behind at Lords disused station was detrained through the emergency exit, being completed by 18.45. The third train at Baker Street Junction reached the station after 20 minutes. Services resumed at 19.05. At 20.25, a signal failure at Amersham suspended the Metropolitan Line north of Chalfont & Latimer. Points at Amersham were secured for Chiltern trains to resume under failure conditions but the Metropolitan Line remained suspended until the end of traffic. Also during this period, there were other signal failures, variously at Rickmansworth and Chorleywood, all of which added to the misery.

The on-going signal failure at Amersham from the previous evening (q.v.) continued at the start of traffic on **Saturday 31 March**, with no service north of Chalfont & Latimer until 06.15. Points failing at Whitechapel, also from the start of traffic, caused a 30-minute late start to the District and Hammersmith & City lines, the latter having six trains cancelled in consequence.