

# UNDERGROUND DIARY

## APRIL 2017

The only notable event on **Saturday 1 April** was the closure of Euston LU station from 18.30 to 19.00 because of a fire alarm activated.

**Sunday 2 April** was similar with just one incident, which was a SPAD in Hainault Depot, suspending the Central Line between Hainault and Woodford from 20.40 to 21.45.

On **Monday 3 April**, a signal failure eastbound at North Acton suspended the Central Line west of White City from 17.45 until 18.20. One train was stalled on the approach to the station for the duration. Moorgate station closed from 19.30 to 20.15 because of a track fire on the Great Northern side of the station.

**Tuesday 4 April** began with a signal failure at Hanger Lane Junction at 06.15, suspending the District Line between Ealing Broadway and Turnham Green until 06.50, with one District Line train stalled approaching the junction throughout. The Piccadilly Line was generally unaffected. A defective westbound Central Line train approaching at Mile End at 06.30 suspended the service between Leytonstone and Liverpool Street – deflated suspension was reported as being the problem. Once in the station, the train moved off after detrainment 15 minutes later but was only able to move in restricted manual mode, arriving in Liverpool Street Sidings at 07.15 and thus creating a 45-minute gap in the westbound service. (The train departed Liverpool Street after traffic at 02.15, still in restricted manual, arriving in Hainault Depot at 04.30).

**Wednesday 5 April** began with Mile End station remaining closed until 06.00 because of insufficient staff. A defective train at Chigwell with an air burst suspended the inner rail Central Line service between Hainault and Woodford from 07.05 to 08.10. In a rare move, the train was authorised to return 'wrong line' all the way back to Grange Hill and thence into Hainault Depot. The Central Line was then in trouble again at 10.20 when an eastbound train stalled between Bethnal Green and Mile End, suspending the service between Liverpool Street and Leytonstone. The offending train reached Mile End within 15 minutes but the problem was unable to be resolved and in the end the train departed at 11.10 in restricted manual via Woodford to Hainault Depot, arriving at 12.30. Once clear of Woodford Junction, services resumed at 12.10 with some 27 trains cancelled in consequence. But that wasn't the end for the Central Line because service recovery was then hampered by an intermittent signal failure westbound at St. Paul's at 14.55, train crewing issues at Loughton, another defective train on the westbound at Holborn at 15.25 and multiple emergency stop plungers (ESPs) operated at Debden at 15.45. In the meanwhile, a person under a northbound train at Archway at 10.15 suspended the Northern Line between Camden Town and East Finchley until 11.40 with 12 trains cancelled. Angel station closed from 10.25 to 11.10 because of a fault on the fire detection system. A signal failure on the eastbound approach to Farringdon suspended the Metropolitan Line into the City from 18.10 to 18.50, with the Circle and H&C services continuing through under failure conditions. Five trains were stalled between stations, each for some 20 minutes. The day ended with a Network Rail signal failure at East Putney from 21.00, with 'severe delays' west of Parsons Green through until the end of traffic.

On **Thursday 6 April** the eastbound Central Line suffered a 40-minute gap from 05.35 when a train departing West Ruislip became defective with 'no movement'. Vauxhall LU closed from 05.45 to 06.30 and Pimlico from 08.10 to 09.25, both for fire alerts. Later in the day, a points failure at Harrow-on-the-Hill suspended Chiltern Railways services from 14.30 to 15.15. One 'Up' Chiltern train was held in the platform at Moor Park for some 20 minutes. The eastbound platform on the Jubilee Line at Westminster was non-stopped from 17.50 to 18.15 because of a defect on the platform edge doors.

**Friday 7 April** may be summarised as follows:

- Holland Park station remained closed until 06.05 – insufficient staff.
- Late start to the Northern Line (06.00) because of track fires southbound at Charing Cross and Embankment following the operation of the Rail Grinding Train. Trains were held at the limits of the engineering possession area (Golders Green and Archway southbound, and Stockwell northbound).
- Charing Cross LU station closed 07.25 to 08.10 – track fire on the northbound Northern Line with service delays in consequence while the problem was dealt with.
- District Line suspended Turnham Green – Richmond from 09.25 to 09.45 – defective London Overground train at Kew Gardens.

- Lift stalled in the shaft at Green Park with passengers within from 11.20 to 12.00.
- A lack of Train Operators on the late shift caused a number of cancellations on the Piccadilly Line from the early afternoon.
- South Wimbledon station closed 19.30 to 20.00 – fire detection equipment defects.

In Night Tube hours, a points failure at Morden suspended the Northern Line south of Tooting Broadway on **Saturday 8 April** 2017 from 03.15 to 04.00. Later in the day, the inner rail Central Line was suspended between Leytonstone and Newbury Park from 11.15 to 12.15 because of a person under a train at Wanstead. Points failing at Amersham suspended Chiltern Railways and the Metropolitan Line north of Chalfont & Latimer from 15.40. One Up (southbound) Chiltern Railways train was stalled approaching Amersham for 20 minutes. Services resumed at 17.15.

**Sunday 9 April** began with a person on the track at Arsenal, suspending the Piccadilly Line between King's Cross and Arnos Grove from 04.40 to 05.05. The service was again suspended in the same section from 09.50 because of a person under a westbound train at Turnpike Lane. Two trains were stalled between stations, that behind the incident for 45 minutes and the one approaching Wood Green for 25 minutes. Services resumed at 10.40 with 20 trains cancelled at the time. The Central Line's West Ruislip branch was delayed during the afternoon with a signal failure between Hanger Lane and Perivale from 14.10, with clear signals by 15.45. The southbound Northern Line service via Charing Cross was suspended from 16.10 to 17.30 because of a person under a train at Warren Street. One train was stalled approaching Warren Street for an hour.

Northern Line trains non-stopped Goodge Street from 09.05 until 09.55 on **Monday 10 April** because of a lift stalled in the shaft with passengers trapped within until 09.30. Network Rail points failing at Richmond at 11.50 suspended the District Line between Turnham Green and Richmond. One train was stalled on the approach to Kew Gardens, which was authorised to return to Gunnersbury, arriving at 12.20. Services remained suspended until 15.25 when a limited service resumed, with a full service at 16.00. A signal failure at Marlborough Road disused station from 17.25 resulted in a reduced Metropolitan Line service south of Finchley Road until fixed at 18.35 – ten trains were cancelled.

The only incident of note on **Tuesday 11 April** was the closure of Russell Square station because of a lift stalled in the shaft with a passenger within. The lift became stalled at 22.35, the station closed at 23.00, the passenger was released at 23.30 and the station reopened at midnight.

**Wednesday 12 April** was uneventful until 14.30, when a person under a northbound train at Highbury & Islington suspended the Victoria Line between King's Cross and Seven Sisters. One train was stalled approaching Highbury until 15.45 with services resuming at 15.50. Highbury & Islington station remained closed until 16.20. At 21.55 a westbound Piccadilly Line train stalled approaching Hammersmith, having been 'tripped' on an obstruction, which suspended the service west of Hyde Park Corner until 22.30.

On **Thursday 13 April**, insufficient staff prevented Hatton Cross from opening until 05.35 and Heathrow Terminal 4 until 05.55. A SPAD in Rayners Lane siding at 09.15 suspended both the Metropolitan and Piccadilly lines through the area for 30 minutes. A southbound Bakerloo Line train was unable to move off from Embankment at 09.25, initially with a door defect and then no forward movement with the service being suspended south of Piccadilly Circus. The train was eventually propelled from the rear and stabled in the sidings at Elephant & Castle, allowing services to resume at 10.00. One train was stalled approaching Charing Cross and another approaching Paddington, both for 20 minutes. A signal failure westbound at Holborn caused the Central Line to go into 'severe delays' mode from 18.50 but suspended westbound between Leytonstone and White City from 19.20 to 19.40 while repairs were undertaken. A loss of Network Rail signalling control at Richmond suspended the District Line's Richmond branch from 19.10 to 19.40.

**Good Friday 14 April** saw signalling problems for the Piccadilly Line at Acton Town for much of the day. The westbound starting signal for platform 2 incorrectly cleared for several Uxbridge trains, three of which were accepted by the Train Operators, who ended up heading towards Heathrow rather than Uxbridge! Then at 14.50, the inner home signal to platform 2 failed, bringing the service to a stand. After some 20 minutes, services began moving again with normal signalling by 16.00 but with eight trains cancelled in consequence. This caused some very extended gaps on the Uxbridge line, which had no Metropolitan Line service because of engineering work. A southbound Jubilee Line train at Wembley Park was taken out of service due to a disruptive passenger at 17.55. With no Police available to attend at Wembley, the train continued to Finchley Road carrying only the offending person, where

it was met by the police where they were removed from the train. This caused a 30-minute suspension of the service north of West Hampstead with the incident train short-tripped at Charing Cross (empty from and to Green Park, of course!).

During Night Tube hours early on **Saturday 15 April** a signal failure on both roads at Baker Street caused an initial 15-minute delay on the Jubilee Line, the problem continuing until fixed at 05.15. On the Piccadilly Line at 05.35, an eastbound train passed a signal at danger approaching Oakwood, suspending the service east of Arnos Grove for 30 minutes. The only other notable problem was a signal failure on the eastbound at Covent Garden from 16.25, which continued until 18.20. As a result, the problem delayed the Piccadilly Line somewhat and resulted in 16 cancellations, and further large gaps on the Uxbridge branch (q.v.) through to the end of the day.

There were no excursions from the norm on Easter **Sunday 16 April**.

On Bank Holiday **Monday 17 April**, the passage of the Rail Grinding train caused a signalling problem at Canary Wharf and prevented the Jubilee Line on 'the extension' from starting up until 05.45, with 11 trains cancelled in consequence. Just before 09.30, an eastbound train stalled at Putney Bridge with an air burst, suspending the District Line west of Parsons Green until 09.55. One eastbound train was stalled between East Putney and Putney Bridge for the duration.

Apart from the closure of Mornington Crescent station from 06.10 to 09.35 at police request, **Tuesday 18 April** was otherwise uneventful until the afternoon, when a track fire reported in the tunnel at Kensal Green suspended the Bakerloo Line north of Queen's Park from 15.35 to 16.10. A person ill on a westbound Central Line train at Chancery Lane caused a 25-minute stand from 18.35. The incident train was detrained, apart from the ill passenger, and it was moved to Holborn where assistance was waiting. At 19.40 an eastbound Piccadilly Line train passed a signal at danger at Heathrow T123<sup>1</sup>, suspending the service west of Hatton Cross for some 25 minutes.

To say that **Wednesday 19 April** was 'challenging' would be an understatement! Stations-wise, Tooting Bec was 30 minutes late opening because of insufficient staff, while Holborn station closed to incoming passengers from 06.05 to 07.00 because of escalator defects. Hounslow West station then closed from 23.20 to 23.55 because of a fire in a café close by. The Jubilee Line not only had a delayed start from Stanmore at the start of traffic because of a late finish to overnight re-railing work but then two consecutive defective trains, also at Stanmore, which caused a further 20-minute delay. At 12.55 a westbound Central Line train overran Bethnal Green in ATO mode by two cars. The train was authorised to be set back into the platform, resulting in a 20-minute delay.

Two serious incidents then kicked off, both of which lasted through to the end of traffic. First was at Gloucester Road with a points failure at 13.45, suspending the District Line west of Whitechapel (apart from the Edgware Road service) and the Circle Line in its entirety. Two eastbound District and one inner rail Circle Line trains were stalled approaching Gloucester Road, which arrived in the station after 35, 40 and 70 minutes, the last being the second District Line train in the queue. Points were eventually secured which enabled the District Line to resume at 16.00 by which time 25 trains had been cancelled. The outer rail Circle Line resumed at 18.00 (to the all-round pattern) but the inner rail Circle Line remained suspended until the end of traffic. An average of eight Circle Line trains were cancelled for the peak and evening, with 13 by midnight. From 14.25 westbound Piccadilly Line trains made additional stops at westbound District Line stations that were available but was subsequently changed to diverting trains onto the westbound local line to serve all District Line stations. As the failure continued, Piccadilly Line trains were diverted onto the eastbound local line. However, with the blocking back of District Line trains from Hammersmith to Earl's Court, Piccadilly Line trains reverted to their own track and stopping only at the available stations (Turnham Green and Ravenscourt Park) until District service resumption.

The other serious incident occurred just before 14.00 and was a Network Rail an 11kV cable fire at South Hampstead which took out signalling, traction current and power to Euston Network Rail station. With signalling lost as far as Wembley Central, the Bakerloo Line was suspended north of Queen's Park (as were all main line services out of Euston). In consequence Euston LU station closed but reopened for exit and interchange from 16.55. However, the LU station closed again at 21.00 as the

<sup>1</sup> It was coincidental that your writer was at Heathrow in the afternoon of 18 April 2017 and having time to spare, observed that all the platform signage at the station continued to refer to all three terminals, even though Terminal 1 has been closed for some time. It thus seems, for the time being at least, that only the 1973 Tube Stock's car line diagrams show the correct "Heathrow Terminals 2,3".

main line station was without staff and in darkness. Once emergency lighting was provided, the station reopened at 22.30. Returning to the Bakerloo Line, the stalled trains north of Queen's Park were gradually returned to Stonebridge Park Depot, the last at Willesden Junction southbound being worked back 'wrong line' at 20.15.

**Thursday 20 April** began with Tottenham Hale station remaining closed until 06.30 because of incomplete overnight work. Further problems occurred on the Bakerloo Line following the previous day's Network Rail cable fire at South Hampstead. From 11.00, train describer problems on NR territory caused an initial 20-minute delay and consequently a much reduced service north of Queen's Park. This was followed by a suspension from 12.00 to 14.45 because of a signal failure. A signalling problem on the northbound Jubilee Line at Baker Street from 14.20 suspended the service south of West Hampstead but from 15.00 between West Hampstead and Waterloo, through to 16.15. A total of 18 trains were cancelled for the evening peak with residual delays through to the close of traffic. Mile End station closed from 19.25 to 20.15 because of a suspicious substance (which turned out not to be) on the platform with all trains non-stopping.

On **Friday 21 April**, a number of problems occurred on the District Line, which affected the morning running of the last D Stock train in service, which was delayed at West Ham by a defective S Stock ahead of it. A passenger trackside at Wimbledon suspended the District Line west of Parsons Green from 09.15 to 09.50 with four trains stalled between stations for between 25 and 35 minutes.

There was nothing untoward to note for **Saturday 22 April**.

In Night Tube hours early on **Sunday 23 April**, a passenger ill on a train at Heathrow Terminal 5 suspended the Piccadilly Line west of T123 from 03.10 until 04.00. A person under a southbound train at Tooting Broadway suspended the Northern Line south of Stockwell from 07.55 until 08.50, with Tooting Broadway station reopening at 09.05. Covent Garden station closed from 12.10 because of two lifts becoming stalled, one in each shaft. With two lifts available, the station reopened for exiting passengers from 13.30 and fully opened at 16.15. Turnpike Lane station closed from 22.50 until the end of traffic because of insufficient staffing levels.

On **Monday 24 April** a westbound Jubilee Line train stalled approaching North Greenwich at 08.40. It arrived in the platform after some 12 minutes, while trains behind ran via the middle platform at North Greenwich. At 09.05 the offending train moved off in restricted manual to Canary Wharf arriving at 09.20, from where normal speed running was possible, departing at 09.30. A more serious problem occurred on the Jubilee Line at 19.15 with a power failure, bringing trains to a stand in the Kilburn area. Four trains were stalled between stations varying between 15 and 30 minutes. The service was suspended between Waterloo and Wembley Park until 20.10, only to be suspended again from 20.30 to 21.30. The consequent disruption to the timetable, crewing problems and 18 trains cancelled resulted in two overlapping special services introduced until the end of traffic, Stanmore – Green Park (empty to and from Charing Cross) and North Greenwich, and Willesden Green/West Hampstead to Stratford.

There were no notable events on **Tuesday 25 April**.

Two signals failing at King's Cross on the eastbound caused delays to the Hammersmith & City and Circle lines (and six cancelled trains) from the start of traffic on **Wednesday 26 April** with the Metropolitan Line into the City being suspended. Clear signals were obtained at 06.20 and once the backlog of trains had been cleared, the Metropolitan Line began running through to Aldgate from 06.45. A person under a westbound train at Manor House at 10.05 suspended the Piccadilly Line east of King's Cross until 10.50. Four trains were stalled between stations for the duration of the incident. Service recovery was hampered by passenger action at Green Park at 14.50, a SPAD at South Ealing at 15.25 and train crewing issues at Acton Town and Arnos Grove, all because of the disrupted service. What turned out to be a simple detrainment at Oxford Circus at 22.00 of an eastbound train recording a positive earth, caused a suspension of the Central Line between White City and Leytonstone when it arrived at Holborn at 22.10 with smoke reported coming from underneath it. Following the attendance of the fire brigade, the train departed for depot at 22.40 enabling services to resume.

On **Thursday 27 April**, Holland Park remained closed until 07.00 because of insufficient staff. Two signals failing at Regent's Park from 07.50 caused the Bakerloo Line to go into 'severe delays' mode with eight trains cancelled in consequence. The failure continued until fixed at 09.15. The Central Line was suspended west of White City from 09.25 because of an eastbound train with smoke coming from underneath it. The train was moved to White City enabling services to resume at 09.50. At 11.00 a

track fire at Old Street caused the suspension of the northbound City branch of the Northern Line until 12.00. At 18.50 an eastbound District Line train became 'gapped' off current on departure from Gunnersbury on the junction, suspending the Richmond branch. The District Line train to the rear at Kew Gardens was authorised forward with the intention of it being used to couple to the stalled train and pulling it back on current but this initially proved not possible. In the end, the passengers on the stalled train were detrained through the assisting train by 20.20. A second attempt at pulling it back was successful and it arrived in the platform at 20.40. Services resumed at 21.10.

Stepney Green station remained closed until 06.35 on **Friday 28 April** because of a fault with the station's fire detection system. The report of a suspicious person delayed the Victoria Line twice in the evening peak, first at Highbury & Islington on the southbound at 17.15 for 10 minutes and then at Victoria for 15 minutes from 17.35. Euston LU station closed from 19.20 to 19.50 because of a smell of burning from an escalator machine room.

In Night Tube hours early on **Saturday 29 April**, Finchley Central station closed from 01.50 to 02.45 because of a loss of station lighting. Just before 08.00 a signal failure on the northbound Bakerloo Line at Oxford Circus resulted in 'severe delays' and six trains cancelled in consequence until clear at 08.40. A lack of staff meant the closure of Paddington (Suburban) from midnight until the end of traffic.

Just after 07.00 on **Sunday 30 April**, a multiple signal failure at West Kensington suspended the District Line west of Earl's Court to Ealing Broadway and Richmond. The problem was a defect on the crossover points at West Kensington and once repaired services resumed at 07.55. A signal failure on the westbound at Turnham Green from 20.45 caused an initial 20-minute delay to the Richmond branch, with a reduced service thereafter until fixed at 22.30. Just before midnight, a loss of all signalling control in the Ealing Common area suspended the District and Piccadilly lines through the area until 00.35. Four trains were stalled between stations throughout the incident.