

# UNDERGROUND DIARY

## JUNE 2009

On **Monday 1 June** the Bakerloo Line was suspended north of Stonebridge Park from 08.45 to 09.30 because of 'passenger action' on the main line platform at Harrow & Wealdstone. Victoria LU station closed from 18.20 to the end of traffic because of a power surge and consequent cable damage.

The Jubilee Line had a disturbed day on **Tuesday 2 June** because of a temporary speed restriction imposed because of a rail defect on the southbound approach to Finchley Road. A number of trains were cancelled during the day, comprising 15 in the evening peak and over half the service late in the evening. A cable problem resulted in the loss of traction current on the eastbound between Dagenham Heathway and Hornchurch at 13.10, suspending services east of Barking until 14.50. The passengers on an eastbound train stalled approaching Dagenham East were detained via the track, being complete by 14.00. Points failing at Golders Green from 13.55 suspended the Edgware branch of the Northern Line. Two southbound and three northbound trains were stalled between stations. The last in the northbound queue was authorised to return wrong line to north of Hampstead and then accept the signal over the crossover to return southbound. The last of the stalled trains was clear at 14.45, from when services resumed.

The Waterloo & City Line started up late at 07.00 on **Wednesday 3 June** because of a trainstop failure at Waterloo. The Bakerloo Line was delayed for 30 minutes from 08.00 because of a person walking trackside at Harlesden. Two signals failing eastbound between Finsbury Park and Manor House from began to delay the Piccadilly Line from 14.30. A suspension between King's Cross and Arnos Grove was necessary from 16.00 to 16.30 to enable repairs to be undertaken. Service recovery was later hampered when a Rayners Lane shuttle train exiting from Acton Town east sidings was tripped when the shunt signal returned to danger at 19.20. The Piccadilly Line west of Hammersmith and the District Line's Ealing branch was suspended for 30 minutes while points were secured, the train moved and points unsecured again. Another instance of a signal returning to danger on a train's approach occurred at Moorgate at 20.00, tripping an eastbound Metropolitan Line train. A 20-minute delay ensued but then at 20.45, the offending signal failed, suspending SSL services through the area. With points secured, the Hammersmith & City and inner rail Circle Line resumed at 21.25, the outer rail Circle at 22.55 and the Metropolitan Line at 23.15.

The morning of **Thursday 4 June** was one of another disturbed peak for the Jubilee Line with a signal failure northbound near Swiss Cottage. A fix was undertaken after the peak with a suspension between Waterloo and Finchley Road from 10.30 to 11.00. The Wimbledon branch of the District Line was suspended from 13.35 to 14.25 because of a signal failure on the converging junction from the Earl's Court direction. A loss of signal main current between Old Street and Elephant & Castle suspended the City branch of the Northern Line from 21.30 and trapping three trains in its wake. One further train became stalled at 22.10 and was the last to be clear of passengers at 22.45. Signal current was restored on the northbound enabling the service to resume at 22.55 but the southbound City branch remained suspended until the end of traffic.

**Friday 5 June** was as follows:

- A defect on the Chesham shuttle train meant a suspension of the Chesham service from 06.00 until the first through peak train at 07.20. A replacement shuttle was obtained from Neasden depot in time for the 08.04 trip from Chalfont.
- Russell Square closed 07.35 to 09.10 – lift defects.
- London Bridge LU station closed 11.20 to 12.05 – fire alarms operated.
- Victoria Line suspended south of Victoria 14.45 to 15.35 – defective northbound train at Stockwell.
- Piccadilly Line suspended east of Oakwood 20.55 for an hour – signal failure at Cockfosters.
- Bakerloo Line suspended north of Stonebridge Park 21.40 to 22.50 – allegation of a rail defect at Wembley Central.

Sudbury Hill station remained closed until 18.10 on **Saturday 6 June** because of police investigations ongoing from the previous night. There was nothing else out of the ordinary to note.

**Sunday 7 June** began with Gants Hill station closing from 07.40 to 09.20 because of flooding following a localised thunderstorm. A Train Operator becoming ill on a southbound Jubilee Line train at Queensbury at 08.45 caused a 20-minute delay while a spare Train Operator was sourced. A person under a westbound Piccadilly Line train at Bounds Green at 11.50 suspended services between Arnos Grove and King's Cross until 13.50. The Victoria Line came to assist by running additional trains for people attending an event at the Emirates Stadium. Just after midnight a points failure at Hammersmith trapped the last westbound H&C train at the westbound outer home signal. This was later authorised to return with its passengers to Goldhawk Road, where it arrived at 01.15. Once the fault was identified, the last train stabled in depot at 01.40.

The only notable incident on **Monday 8 June** was a multiple signal failure at West Kensington from 06.50 to 07.45. In the meantime selected Piccadilly Line trains made additional stops to assist the District Line but on the eastbound was at Turnham Green and Ravenscourt Park only – the eastbound District Line was full of trains being held in platforms.

Another strike by the RMT union was due to begin from 19.00 on **Tuesday 9 June** and last for 48 hours and services will be reviewed elsewhere in this issue. The normal operational events of the day may be summarised as follows:

- Waterloo & City Line suspended 07.00 to 08.00 – no control centre staff.
- A traction earth, caused by a discarded 'shoe' from a train, caused a positive earth and signal failure near Notting Hill Gate from 08.35, suspending the District Line whilst the outer rail Circle continued under failure conditions. The outer rail Circle was suspended from 09.20 for investigations, following which track damage was found. Following repairs, services resumed at 13.45.
- Piccadilly Line delayed for 20 minutes after the morning peak because of a glowing current rail insulating 'pot'.
- A defective Piccadilly Line train on the westbound at Ealing Common at 15.40 was moved to Ealing Broadway for investigations, causing a 25-minute delay.
- A person under a westbound Hammersmith & City Line train at Euston Square at 19.05 suspended SSL services through the area. Although clear at 20.50, services remained suspended because of the industrial action (q.v.).

There were no significant operational incidents on **Wednesday 10 June** but on **Thursday 11 June** the Central Line was unable to bring trains into service from

White City sidings because of a track circuit failure on the sidings reception road. The problem was cleared by 08.15 to enable a limited service to operate at the west end of the line. Northern Line was suspended between East Finchley and Archway from 08.40 to 09.15 because of smoke from under a southbound train at Highgate. Two signals failing on the southbound approach to Highgate delayed the service from 09.30 – a 15-minute delay took place from 10.00 while repairs to a trainstop were effected.

A signal failure on the westbound 'fast' line at Northfields brought the Heathrow branch to a stand from just before 09.00 on **Friday 12 June**, stalling two trains between stations. After some 25 minutes Heathrow trains resumed running via the westbound 'local' line. In the meantime, a train in the westbound 'fast' platform at Northfields was reversed over the emergency crossover (normally used only once a day) to allow the two stalled trains to move into platforms. Normal routing resumed at 09.40. Golders Green was non-stopped by Northern Line trains from 09.55 to 10.20 while police dealt with a 'suspicious person' – whatever that might mean! Fairlop station was closed from 09.55 to 10.40 because of a person ill on the station. A signal track circuit failure at Uxbridge from 13.15 suspended the Metropolitan Line west of Ruislip and the Piccadilly Line west of Rayners Lane. One Piccadilly Line train was stalled approaching the station and arrived there at 13.40. Services resumed at 14.05. A train entering service from Stratford Market depot was found to have only slow speed movement at 15.55 and thus had to limp on to North Greenwich. It was reversed there back to depot having taken some 30 minutes to make the journey. Lift defects at Hampstead closed the station twice during the day – from 09.50 to 11.00 and again from 20.50 to 22.50.

A track defect at Moorgate prevented the City branch of the Northern Line from starting up until 07.00 on **Saturday 13 June**. Once services did begin, the southbound City branch then suffered from delays until 09.00 with two separate signal failures between Camden Town and Euston. The day was otherwise uneventful.

Loose cables near Elephant & Castle resulted in the Bakerloo Line being suspended south of Lambeth North from 08.35 on **Sunday 14 June**. The one train stalled approaching the terminus arrived gingerly after 15 minutes. The service was suspended south of Queen's Park from 11.00 to enable repairs to a damaged cable bracket, the operationally 'awkward' location of section switches at both Elephant & Castle and Lambeth North preventing continuing reversal at the latter. Services resumed at 11.30. In the meanwhile, Circle Line trains were unable to reverse inner rail to outer rail at Moorgate from 09.55 (necessary because of weekend engineering work) because of a signal failure, trains instead reversing at Liverpool Street until 10.20. The day ended with a signal failure at Hanger Lane Junction at 23.15, suspending the District Line to Ealing Broadway. With all three platforms at Ealing Broadway occupied at the time and trains stalled east of Ealing both east- and westbound, there was a shuffle round of trains 'under failure conditions' so that they could reach platforms. Services resumed at 23.45.

Heavy localised rain caused three stations to close on **Monday 15 June** – Gants Hill (17.35 to 18.35 – always a closure favourite during heavy rainstorms), Willesden Green (18.15 to 18.55) and Loughton (19.00 to 21.20). Highgate also closed from 18.35 to 20.10 after a local power surge caused all the escalators to stop. The only other notable incidents included a 25-minute delay eastbound at Debden from 17.30

because of 'passenger action' and a 25-minute delay eastbound at Earl's Court from 20.05 when a train started up against the starting signal still showing red.

There were two notable incidents on **Tuesday 16 June**. The first was at 12.10 when the Waterloo & City Line was suspended until 14.50 because of points failing at Waterloo. The second was on the Piccadilly Line with a person under an eastbound train at Finsbury Park at 17.45. Services were suspended between King's Cross and Arnos Grove. Two trains were stalled between stations. The train east of Caledonian Road was authorised to return wrong line to the station and passengers were clear by 18.50. The train east of Arsenal was able to reach Finsbury Park by 19.05. While this incident was in progress, points then failed at Hyde Park Corner from 19.20 causing a suspension through that area too. In summary, services then operated Arnos Grove – Cockfosters, Green Park – King's Cross, Heathrow – Hammersmith and Rayners Lane – Acton Town. With both incidents clear, services resumed at 21.10 although Finsbury Park station remained closed until 21.55.

Goodge Street station remained closed from the start of traffic on **Wednesday 17 June** because of a local power failure. The station opened from 12.35 but closed again from 13.05 for the same problem, finally reopening without further problems at 15.45. A signal failure on the southbound approach to Archway from 14.55 suspended services between Finchley Central and Camden Town. Points were secured and services resumed at 15.40. An eastbound Piccadilly Line train with smoke coming from underneath it at Finsbury Park caused a 25-minute delay from 21.00.

The Victoria Line was plagued by a signal failure at Brixton from 07.40 on **Thursday 18 June** which culminated in delays and late running, and an end-to-end special service from after the peak until 13.00. A person ill on a northbound Bakerloo Line train at North Wembley at 08.00 caused a 30-minute delay. There was nothing else of significance to note for the day.

Apart from an early morning signal failure at North Acton, which had an adverse effect on the Central Line's morning peak, with roundly 12 trains cancelled, and a 15-minute delay caused by a SPAD by an eastbound Jubilee Line train at Canning Town at 09.50, **Friday 19 June** was uneventful.

Also uneventful were **Saturday 20 June** and **Sunday 21 June**.

The Piccadilly Line failed to start up east of Arnos Grove until 06.00 on **Monday 22 June** because of an obstruction on the track between Cockfosters and Oakwood. The Victoria Line was suspended south of Victoria from 13.35 because of a person under a train at Brixton. No trains were stalled and the service resumed at 15.20. The day ended with a defective northbound Bakerloo Line train north of Piccadilly Circus at 23.05, suspending services south of Paddington. An air burst was found and a 'push out' (using the train in the rear) was organised. The 14-car ensemble departed Piccadilly Circus at midnight and arrived at Stonebridge Park at 00.50.

**Tuesday 23 June** is summarised as follows:

- SSL services through Moorgate suspended from 13.50 until 14.50 – person under an eastbound Metropolitan Line train.
- Hampstead station closed 15.15 to 17.00 – lift defects.
- Metropolitan Line suspended Uxbridge – Harrow-on-the-Hill 21.15 to 21.40 – signal failure on the southbound approach to Harrow-on-the-Hill.
- Signal failure King's Cross southbound Victoria Line from 22.00 caused 'severe delays'. In fact the service stood still while stalled trains were dealt with.

On **Wednesday 24 June**, the morning peak on the District and Hammersmith & City lines was disrupted by a person ill on a westbound District Line train at West Ham from 08.20, causing a 25-minute delay. The (1960 Stock) Track Recording Train was unable to continue at normal speed outer rail from Newbury Park at 10.15, thus suspending services between Hainault and Leytonstone until 10.50 while it continued in 'restricted manual' mode to Leytonstone. Points failing at Whitechapel from 12.40 suspended the District Line between Tower Hill and Whitechapel, the Hammersmith & City Line east of Moorgate and the inner rail Circle Line until 13.45. A signal failure at Waterloo suspended the Waterloo & City Line from 14.20 to 15.05. The Metropolitan and Jubilee lines were suspended through the Neasden area from 15.45 when points failed to normalise after the passage of a train from depot. One stalled southbound Metropolitan and Jubilee trains reached the station at 16.20, from when services resumed. Another signal failure on the southbound approach to Harrow-on-the-Hill suspended the Uxbridge branch for the second evening running, from 19.35 to 20.05

**Thursday 25 June** comprised another mixed bag. Just after midday, the Victoria Line was delayed by a signal failure at Warren Street with trains losing ATO codes, which continued to affect the service until 13.30. A London Overground train with a braking defect approaching Richmond suspended the District Line's Richmond branch from 14.15 to 14.45. What was thought to have been a SPAD by a southbound Northern Line train on the approach to Finchley Central suspended the Barnet branch from 16.45 to 17.20. The day ended with the Victoria Line being suspended south of Warren Street from 22.05 to 23.00 because of a signal failure at Victoria.

**Friday 26 June** was thus:

- Central Line suspended west of Northolt 13.05 to 13.55 – bridge strike at South Ruislip.
- Victoria Line suspended south of Warren Street (for the second day running) from 16.20 to 17.00, because of a signal failure at Victoria.
- Northbound Northern Line Charing Cross branch suspended 19.55 to 20.40 – defective train at Mornington Crescent.

A signal failure at Buckhurst Hill from 15.30 on **Saturday 27 June** initially caused delays for the Central Line but culminated in a suspension between Leytonstone and Epping from 16.40 to 18.00. Heavy rain caused flooding at Golders Green with the station closing from 17.55. At the same time a signal failure south of Golders Green suspended services north of Hampstead, which was compounded by flooding at Hendon Central from 18.25. Services resumed at 19.30 but trains continued to non-stop Golders Green until 21.55 (southbound) and half an hour later (northbound). Other stations affected by the heavy rain and closing from 18.30 were Upney, Paddington, Turnpike Lane, Chalk Farm and Kentish Town, reopening at 19.45, 19.05, 23.35, 19.20 and 20.00 respectively. Hampstead station also closed from 19.50 to 22.00 because of lift defects. In the meanwhile, a loss of power from Kilburn Park substation at 18.20 brought the whole of the LU Bakerloo Line to a stand until 18.45. Kilburn Park station itself closed until 22.20 because of water ingress. Not to be left out, the Metropolitan Line was suspended south of Wembley Park from 18.50 to 19.40 because of a signal failure at Swiss Cottage disused station, reportedly caused by flooding.

What was thought to be a signal operator's error in the Northfields area brought the Piccadilly Line to a stand from 19.00 on **Sunday 28 June**, when a train was signalled to the inner home signal and thus 'locking up' the signalling in the area. The service was being reversed at Northfields because of weekend engineering work at Acton Town. Services resumed at 19.55.

**Monday 29 June** offered nothing out of the ordinary that hasn't been seen before, but **Tuesday 30 June** is summarised as follows:

- Bank station non-stopped by the Northern Line 07.30 to 10.00 – escalator defects.
- Northbound Bakerloo Line trains non-stopped Lambeth North 07.35 to 10.15 – loose ceiling tiles.
- Piccadilly Line services to Heathrow T5 suspended 13.45 to 14.20 – fire alarm activated in Heathrow Express station area.
- Escalator defects resulted in Heathrow T123 being closed to incoming passengers from 22.50 until the end of traffic.