

UNDERGROUND DIARY

OCTOBER 2009

Tottenham Court Road station was unable to open until 06.10 on **Thursday 1 October** because of a local power failure causing the loss of some of the CCTV and public address equipment. The same problem resulted in a later closure from 13.15 to 13.45.



Continuing problems with points at Baker Street resulted in platform No.4 being out of use again all day. This resulted in some trains being terminated at Wembley Park and Harrow-on-the-Hill. Neasden depot was awash with A Stocks, not only because of trains reversing south to north but also because of a computer failure in the Train Movements Room in Neasden depot. Two are seen in the north end shunting necks at 17.47.

Photo: Paul Bradley

Points failing at Barking prevented Hammersmith & City Line trains reversing in the bay platform from 07.55 and in consequence H&C Barking trains were turned short at Plaistow until 10.45. In the meanwhile a SPAD at Aldgate North Junction by a westbound Hammersmith & City Line train at 09.05 suspended the Metropolitan.

Hammersmith & City and Circle Line services in the area. There were three trains stalled between stations, the last of which was clear of passengers at 10.10, from when services were able to resume. This incident had a knock-on effect on the District Line because of blocking back in the area of the Aldgate triangle. Northern Line services were suspended north of Archway from 16.50 because of a person under a southbound train at Finchley Central. One train on the Mill Hill single line was stalled, and after the operation of section switches returned to Mill Hill East by 17.45. In the meanwhile, the operation of more section switches enabled trains to be extended from Archway to East Finchley to reverse from 17.45. Services resumed at 19.15. The Waterloo & City Line was suspended from 18.25 when a train stalled entering Bank. Two eastbound trains were stalled which were worked back in turn to Waterloo, the last clear at 18.50. The service resumed at 19.10. A defective Bakerloo Line train on the northbound at Baker Street suspended services between Elephant & Castle and Paddington from 22.35 to 23.05.

In contrast, there is nothing significant to report for **Friday 2 October**, nor for **Saturday 3 October**, except to say that the Bakerloo Line crossover at Piccadilly Circus was re-commissioned from the start of traffic on the latter, after being out of use from 30 November 2006.

Sunday 4 October was a different kettle of fish and began with a points failure at Rayners Lane at 07.25, delaying the arrival of an eastbound Metropolitan Line train by 25 minutes. A signal air main burst at Northfields at 09.35 suspended the Heathrow branch of the Piccadilly Line and had repercussions back to Acton Town, suspending also the Rayners Lane branch and the District Line's Ealing Broadway service. Once points had been secured the Rayners Lane service resumed at 10.05. The Heathrow and Ealing services resumed at 11.50 once the air main supply had been reconfigured. Points failing on the westbound at British Museum disused station suspended the Central Line between Liverpool Street and White City from 12.50. Two trains were stalled, one approaching Holborn, which was authorised back to Chancery Lane, and one approaching Bank, which was authorised forward, both being clear of passengers by 13.15. Services resumed at 13.40.

The Waterloo & City Line failed to start up until 08.05 on **Monday 5 October** because of a person reported trackside. District Line services through Earl's Court were brought to a stand from 05.20 because of a graffiti hooligan at work on a reversing train east of the station who then made off in the eastbound direction. After a search of the triangle between Earl's Court, High Street Kensington and Gloucester Road, nobody was found, allowing services to resume at 06.15. Points failing at Amersham suspended the service to the terminus from 11.40. Alternate Amersham trains were diverted to Chesham in lieu of the shuttle (with a taxi service across from there to Amersham), while the other Amersham trains were terminated at Rickmansworth. Services resumed at 13.00. A loss of signal control at West Ruislip suspended the Central Line west of Ruislip Gardens from 16.45 to 18.05, with a limited service provided between there and Northolt in consequence.

On **Tuesday 6 October** the Bakerloo Line was suspended north of Stonebridge Park from 10.05 to 10.35 with a person ill on a northbound train at Wembley Central. The only other notable incident was a multiple signal failure between West Brompton and High Street Kensington/Gloucester Road from 20.30, reportedly as a result of arcing in the Triangle Sidings area and negative earth, in turn caused by water ingress. The Circle Line was suspended in its entirety and the District Line between Wimbledon/Olympia and High Street Kensington/Edgware Road. The remainder of

the District Line continued to operate but with the passage of trains through the Earl's Court area very slow. Trains were stalled between stations as follows:

- Approaching Gloucester Road outer rail – authorised into station.
- Earl's Court – West Brompton westbound. Passengers clear at West Brompton by 21.45.
- Triangle Sidings westbound. Passengers clear at Earl's Court at 21.50.

The District Line service resumed at 22.25 with the Circle Line from 23.00 following the replacement of expired fuses at High Street Kensington.

Wednesday 7 October was thus:

- Piccadilly Line suspended 07.25 to 08.00 – signal failure at Cockfosters.
- Between 13.30 and 14.20, southbound Metropolitan Line trains ran empty from Wembley Park, through Neasden depot to Neasden, picking up passengers again at Finchley Road, because of a track defect between Wembley Park and Neasden.
- Regent's Park station closed 18.30 to 19.10 – flooding caused by heavy rain.
- Points failing at Praed Street Junction at 17.30 suspended all services through the Edgware Road area for an hour, causing delays also to the Metropolitan Line through Baker Street, because of 'blocking back' of trains.
- Jubilee Line suspended Waterloo – Finchley Road 21.45 to 22.05 – signal failure north of Baker Street where the connection from the Bakerloo Line joins.

On **Thursday 8 October**, LU services to and from Ealing Broadway ran empty from 10.35 to 11.55 because of a person under a main line train on the adjacent tracks. District Line trains detrained at Ealing Common, while Central Line trains detrained at West Acton. Edgware Road (Bakerloo Line) station closed 15.05 to 16.25 because of lift defects. At 15.20 an unusual smell between Queen's Park and Kilburn Park suspended the Bakerloo Line between Paddington and Willesden Junction. No trains were stalled and the cause of the problem was subsequently identified as fumes from a roof sealant, enabling services to resume at 17.40. The Piccadilly Line was suspended between King's Cross and Arnos Grove from 21.30 to 22.10 when an eastbound train was unable to depart from Finsbury Park with motor alternator problems.

The Jubilee Line began proceedings on **Friday 9 October** with a defective tripcock tester on the southbound at Canons Park from 06.35. The station closed while staff attended the platform and subsequently the service was suspended north of Wembley Park. Once the offending tripcock tester was isolated, services resumed at 08.30. However, service recovery was hampered by a loss of signalling control at Neasden at 09.10, the system being transferred to a back up system. Points failing just west of Upminster from 16.25 suspended the District Line east of Hornchurch. One train stalled approaching Upminster arrived at 17.05 with services resuming under failure conditions 10 minutes later. However, until the all clear at 18.15, trains had to arrive in platform 4, reverse via the depot reception road and depart from platform 3.

There were two problems on **Saturday 10 October**. The first was the late start (at 06.00) to the West Ruislip branch of the Central Line because of a late finish to overnight work on points at Northolt. An eastbound Piccadilly Line train was unable to depart from Southgate at 12.15 with a 'no forward movement' defect, suspending services east of Arnos Grove until 12.50.

Traction current problems between Stratford and North Greenwich meant a late start to Jubilee Line southbound from West Hampstead on **Sunday 11 October** (the line was suspended north of West Hampstead for engineering work and early southbound trains from there originated empty from Stratford). The first train departed West Hampstead at about 08.05. A late running engineers train on the Victoria Line also resulted in a late start for the service, the first southbound being 15 minutes late and the first northbound some 45 minutes late. The Bakerloo Line north of Queen's Park was delayed for 25 minutes from 14.35 when an Up (southbound) London Overground train became back tripped and subsequently 'gapped' off current at Kensal Green. The same thing happened again at 16.00 to another LO train, this time resulting in a 65-minute suspension. Insufficient Train Operators available saw a number of cancellations on the Circle Line service, mostly affecting the early morning and the evening through to the close of traffic.

Monday 12 October is summarised thus:

- Victoria Line suspended south of Highbury & Islington until 06.00 – multiple signal failure at Warren Street.
- Southbound Northern and Victoria lines non-stopped Euston 08.55 to 09.30 – escalator defects.
- 20-minute delay northbound at Tooting Broadway from 10.30 – passenger ill on a train.
- Jubilee Line suspended east of North Greenwich from 14.45 to 15.30 – person reported on a train at West Ham with a firearm.

On **Tuesday 13 October** points failing at Minories Junction from the start of traffic suspended the Circle Line in its entirety and the District Line between Mansion House and Whitechapel until 06.30. A defect on a southbound Bakerloo Line train crossing over from NR to LU traction current at Queen's Park caused a loss of power on the former from 08.20 to 08.55. The District Line was suspended between Barking and Dagenham East from 13.00 to 15.00 because of a person under a westbound train at Becontree. Service recovery was hampered by a signal failure eastbound between Dagenham Heathway and Dagenham East during the evening peak. The Piccadilly Line had a multiple signal failure westbound at Holborn from 14.10, which soon caused 'severe delays' and resulted in a number of cancellations. Clear signals were obtained at 15.35 but a reduced service continued on the Rayners Lane branch for the rest of the day. The Bakerloo Line was suspended south of Paddington from 18.35 because of a combination of an air burst on a southbound train at Baker Street and a passenger altercation at Piccadilly Circus. Both incidents were resolved by 19.00 enabling through services.

A signal failure at Golders Green southbound at 09.45 on **Wednesday 14 October** suspended the Edgware branch of the Northern Line until 10.25. The only other notable event of the day was the closure of King's Cross LU station at 12.10 because of a fire alarm activating. The SSL part of the station reopened at 12.45 but the three 'tube' lines continued to non-stop until 14.20.

Thursday 15 October was uneventful until 13.45 when the Central Line's West Ruislip branch was suspended until 14.40 because of police chasing a suspect at Perivale. A southbound Victoria Line train, unable to move from Blackhorse Road at 22.30 suspended the Victoria Line to Walthamstow until 23.00.

A local power failure resulted in Kingsbury station closing from 06.05 on **Friday 16 October**. The station reopened at 07.50 once sufficient daylight became available.

Points failing at Gunnersbury suspended the District Line's Richmond service from 11.25 until 11.50. Two signals failing westbound at Cannon Street from 12.20 further delayed the District Line's service recovery and suspended the outer rail Circle Line until 13.15. A signal failure at Hatton Cross from 18.50 resulted in unusual workings in the Heathrow area. Trains could only be signalled via the Terminal 4 loop, so as to provide a service to Terminal 5, selected trains were reversed east to west in platform No.1 at T123 and sent to T5 until all clear at 20.15.

On **Saturday 17 October**, a SPAD on the northbound approach to Golders Green suspended the Edgware branch of the Northern Line from 11.55 until 12.30. The Waterloo & City Line was suspended from 16.40 because a loss of signalling control. One train stalled arrived at Waterloo after some 15 minutes. The line remained suspended until the end of traffic (which is about 18.30).

Apart from Borough station being closed from 16.05 to 18.05 because of lift defects, there was nothing out of the ordinary to note for **Sunday 18 October**.

On **Monday 19 October**, Mornington Crescent station closed at 06.55 because of water ingress caused by a burst water main at street level. Following isolation of the burst and pumping out the station reopened at 10.10, but the lifts remained out of service until 15.35. A signal failure on the southbound at Finsbury Park suspended the Victoria Line north of Highbury from 15.45, trapping two trains between Seven Sisters and Finsbury Park. These were cleared by 16.30 with services resuming at 17.05. The Piccadilly Line also had a 15-minute delay in consequence from 16.05 while points were secured (the crossover is between the Victoria and Piccadilly lines, south/west¹ of the station). The Waterloo & City Line came to a stand at 16.05 with a signal failure on the eastbound approach to Bank. One train stalled behind was authorised to return wrong line to Waterloo, arriving there by 16.25. Services resumed at 17.05. Another failure at Waterloo at 19.40 suspended the line once again, this time until the end of traffic (about 21.50).

Tuesday 20 October offered the following:

- District Line suspended east of Hornchurch 07.50 to 09.00 – points failure at Upminster. A further failure from 19.55 caused the service to be thinned east of Barking until 21.00.
- Northern Line suspended south of Tooting Broadway from 17.35 for 20 minutes – passenger action at Colliers Wood.
- Points failing at Amersham resulted in one northbound train being diverted to Chesham at 19.00 with the shuttle train held over in the bay platform for a trip.

Northbound services from Morden were late starting up (from 05.55) on **Wednesday 21 October** because of a late finish to overnight work on points at Morden. An intermittent signal failure at Rickmansworth from 11.35 resulted in delays for the Amersham service, which persisted into the evening peak. Southgate station closed from 18.15 to 20.00 because of escalator defects.

A signal track circuit failure at Cockfosters suspended the Piccadilly Line service east of Oakwood from 06.00 to 07.30 on **Thursday 22 October**. An intermittent signal failure southbound between Chorleywood and Rickmansworth from 08.50 resulted in reduced Chiltern and Metropolitan service through to 13.15, by when the

¹ It should be remembered that, despite the station line diagrams both showing “southbound” at Finsbury Park (and of course “northbound” in the opposite direction), officially the Victoria Line is “southbound” and the Piccadilly Line “westbound” (northbound and eastbound respectively in the opposite direction).

failure had cleared. The day ended with the Metropolitan and Piccadilly lines being suspended through Rayners Lane from 23.10 because of a person reported trackside. One stalled Metropolitan Line train was authorised to return to West Harrow, where it arrived just after midnight. Services resumed at 00.20.

On **Friday 23 October** the northbound Northern Line was suspended between Morden and Kennington from 07.50 until 08.15 because of a person ill on a northbound train at Clapham Common. The Central Line was suspended between Marble Arch and Liverpool Street from 14.00 to 15.35 because of a person under an eastbound train at Oxford Circus. No trains were stalled between stations.

The only 'notable' on **Saturday 24 October** was the suspension of the Victoria Line between Victoria and Highbury & Islington from 13.10 with a northbound train stalled approaching Warren Street. It wasn't possible to detrain at Warren Street because the station was closed for refurbishment, so once movement had been obtained, the train shunted forward, reversed north to south and returned its passengers to Oxford Circus before being sent to Victoria sidings. The service resumed at 14.05.

A signalling problem at Wimbledon suspended the District Line west of Putney Bridge on **Sunday 25 October** from 13.10 to 13.55. Someone forgot to reset the lighting timer switches at South Kenton and Kensal Green when the clocks went back because at 17.00 both stations closed for no lighting. Both reopened at 17.50 once the switches had been adjusted to winter time.

The West Ruislip branch of the Central Line was delayed for 25 minutes from 08.05 on **Monday 26 October** because of an eastbound train unable to move off from Northolt. It was reversed back into the siding. A signal failure on the westbound starting signal at Wimbledon Park at 11.55 suspended the District Line west of Putney Bridge until 13.00. Just after 19.00, a person under a westbound train at Manor House suspended the Piccadilly Line between Arnos Grove and King's Cross. Two trains were stalled between Turnpike Lane and Manor House. The second of these trains was authorised to return to Turnpike Lane, arriving at 20.00, while the first was able to detrain onto Manor House platform at 20.20, with services resuming 10 minutes later. Manor House station reopened at 21.45.

There was nothing out of the ordinary to note for **Tuesday 27 October**.

Wednesday 28 October began with a signal failure at Watford North Junction, suspending services between Rickmansworth and Moor Park until 07.00. Two signals failing at Great Portland Street from 13.00 resulted in the Metropolitan Line's City service being suspended with the outer rail Circle and Hammersmith & City lines struggling through under failure conditions. This culminated in a total suspension through the area from 15.20 to 16.15 while repairs were effected. While this incident was on-going, the Metropolitan Line's Uxbridge branch (and also the Piccadilly Line) was suspended from 14.45 to 15.30 because of a person reported trackside at Rayners Lane heading towards South Harrow. As is often the case after a search, nobody was found.

The westbound District Line service from Upminster began 40 minutes late on **Thursday 29 October** because of a loss of signalling control at Upminster. At 16.15 a southbound Bakerloo Line train was given the wrong signal on the approach to Lambeth North and was accepted, ending up with its passengers in London Road depot. The train returned northbound without incident, complete with passengers. *Which of our readers wouldn't pay a fortune for a trip like that!*

Friday 30 October began with arcing on the track on the eastbound Central Line at Holborn suspending services between White City and Liverpool Street from 05.45 to 06.35. The Jubilee Line service on 'the extension' was also suspended 06.10 to 06.35 because of a defective eastbound train at Waterloo, which was reversed and sent to West Hampstead siding. Clapham South station closed from 06.55 to 08.30 with station lighting problems.

Saturday 31 October is summarised thus:

- Southgate station closed 12.55 to 14.55 – escalator defects.
- Piccadilly Line suspended South Harrow – Uxbridge 14.25 to 15.20 – points failing at Rayners Lane. The Metropolitan Line continued with little disruption.
- Piccadilly Line suspended Arnos Grove – King's Cross from 15.30 – track defect on the westbound west of Turnpike Lane. The incident train was authorised back to the station, arriving at 16.15. Once a broken fishplate had been dealt with, services resumed at 18.00. However, the service remained in disarray for the rest of the evening.
- Victoria Line suspended south of Euston 21.00 to 21.40 – defective train at Green Park (although services reversed south to north at Warren Street, passengers had to be detrained at Euston because Warren Street was closed for station refurbishment).