

# UNDERGROUND DIARY

## AUGUST 2009

On **Saturday 1 August**, an unattended item in a cross-passage between the Piccadilly Line platforms at King's Cross suspended services between Hyde Park Corner and Arnos Grove from 12.05 for 40 minutes. A signal failure at Heathrow Terminal 5 began at 21.10 but had little effect on the service. However, a total failure at 23.20 suspended services between T123 and T5 through to the end of traffic.

There was nothing untoward to note for **Sunday 2 August**.

**Monday 3 August** may be summarised as follows:

- A Metropolitan Line train from Neasden depot accepted a wrong signal and ended up in the northbound Jubilee Line platform at Wembley Park at 06.10, the train then being returned to depot.
- A 'bridge bash' between Gunnersbury and Kew Gardens suspended the Richmond branch of the District Line from 12.00 to 12.45.
- Metropolitan Line service to the City suspended 15.15 to 16.05 – signal failure at Farringdon.
- A multiple signal failure between Hammersmith and Barons Court suspended the Piccadilly Line between Acton Town and Hyde Park Corner from 18.05 to 18.40.

A northbound Victoria Line train stalled in Victoria platform at 10.00 on **Tuesday 4 August**, suspending services south of Warren Street. The offending train was reversed back to Victoria sidings and services resumed at 10.25. The service south of Warren Street was again suspended from 10.45 because of a person under a northbound train at Victoria. The passengers on the train stalled approaching Victoria were walked forward to the station and were clear by 12.00. Services resumed at 13.00. Glass panels falling from the roof at Canning Town resulted in the station closing from 11.35 for two hours.

There was nothing out of the ordinary to note for **Wednesday 5 August**, but not so for **Thursday 6 August**, which is summarised thus:

The day began with a 30-minute delay at Bermondsey from 09.00 with a person ill on a westbound Jubilee Line train. The line was then suspended north of Wembley Park from 14.30 to 15.15 because of a signal failure at Stanmore. Three trains were stalled between stations, the last of which was clear by 15.00. Service recovery was hampered by a SPAD at Stratford at 15.25, causing another 15-minute delay. In the meanwhile, the Bakerloo Line was suspended south of Paddington from 12.25 to 13.20 because of a track fire immediately south of Embankment. In the early evening, the Northern Line was suspended north of Hampstead from 18.50 with points failing at Golders Green. Several sets of points had to be secured, including points north of the station in what was believed to be an unrelated failure. Services resumed at 21.45. Signals failing between Lords disused station and Baker Street suspended the Metropolitan Line south of Wembley Park from 20.45 to 21.20. A failure on the northbound from 22.25 then added to the delays, which continued until the end of traffic. As a result, many Metropolitan Line trains were late stabling in Neasden depot, which in turn delayed the stabling of Jubilee Line trains, and in turn again delayed Jubilee Line passenger trains, the last Stratford train from Wembley Park being 30 minutes late. This was delayed further from 01.15 when traction current was discharged in error, the train being held at Waterloo while safety checks

for night staff workers were carried out before current restoration. Westminster station had already closed (for the last three trains) because of insufficient staff and the others along the line subsequently had to do similar. The train eventually departed empty for Stratford Market depot at 02.35 once the clear had been given to recharge current. The last eastbound Piccadilly Line train from Rayners Lane to Acton Town was delayed at Alperton at 01.00 when it was discovered it was running in front of an engineers train and not behind it as booked. Safety checks for staff were carried out, delaying the train there for 30 minutes. Stations which had to close because of flooding caused by heavy rain included:

- Embankment – 19.35 to 20.30.
- Regent's Park – 19.35 to 21.35 and again from 22.00 to the end of traffic.
- Golders Green – 19.50 to 23.00.
- Victoria (District and Circle) from 19.55 to 21.25.
- Mansion House (westbound only) 20.10 to 21.15.
- Chalk Farm – 21.35 to 22.45.

**Friday 7 August** was a Central Line day with a number of minor incidents occurring during the morning. At 11.40 a passenger ill on an inner rail train at Roding Valley caused a 35-minute delay, while at 12.45, smoke on the westbound platform at Notting Hill Gate suspended the service between Marble Arch and White City until 13.20. In the meantime, a train having been reversed west to east at Holborn via British Museum siding, stalled approaching Holborn at 13.15, adding another 25 minutes to the proceedings. At 14.25, police chasing suspects trackside in the Northolt area suspended the service between North Acton and West Ruislip from 14.25 for an hour. The result of all this was 17 trains cancelled for the evening peak.

There were two incidents on **Saturday 8 August**. The first was at 05.50 with a signal failure at Finchley Central, caused by a defective block joint which suspended the High Barnet branch until 07.10. The District Line's Olympia shuttle service was twice suspended because of a signal failure between West Kensington East Junction and Olympia, from 10.25 to 11.00 and again from 12.15 to 16.45.

**Sunday 9 August** was thus:

- Edgware Road branch of the District Line delayed starting up until 07.40 – signal failure at Earl's Court.
- Waterloo LU station closed 09.05 to 09.50 – fire alarm operation.
- Euston LU station closed 15.25 to 16.10 – passenger injured in lower circulating area after an escalator fall.
- Gloucester Road station closed 15.55 to 16.35 – fire alarm operation.
- 20-minute suspension Oakwood – Cockfosters from 19.35 –unattended item at Cockfosters.
- Warren Street (Victoria Line platforms) closed 22.05 to 23.40 – passenger altercation.

There was nothing to report for **Monday 10 August** except for Edgware Road (Bakerloo Line) station being closed from 14.20 to 15.30 because of lift defects.

**Tuesday 11 August** also offered little of significance that hasn't been seen before.

On **Wednesday 12 August**, the first Piccadilly Line train serving Heathrow Terminal 4 was cancelled after an incorrect signal was offered at Hatton Cross westbound and accepted – the train went instead direct to T123. The southbound City branch of the Northern Line failed to start up until 06.05 because of a track search which was

necessary to find an overnight track patrol man. Two signals failing between Farringdon and King's Cross delayed SSL services from 07.10 and culminated in a suspension through the area from 09.35 to 10.05 while a defective block joint was attended to. An eastbound Piccadilly Line train stalled approaching Arnos Grove at 11.30, suspending services east of Wood Green until 12.30. Another defective train westbound at Barons Court at 19.25 suspended the Piccadilly Line between Hyde Park Corner and Acton Town until 19.55. The lifts at Edgware Road Bakerloo Line continue to cause problems, the station closing from 13.35 to 14.30 and from 22.10 to the end of traffic.

The Northern Line was late starting up through Oval on **Thursday 13 August** because of a late finish to overnight re-railing. The first northbound train was held at Tooting Broadway for 30 minutes. The Jubilee Line had a troubled morning peak, first with a signal failure at Westminster on the eastbound from 07.00. Although clear signals were obtained by 07.30, a signal failure at Stratford, also from 07.00, suspended the service east of West Ham and 'thinned' east of North Greenwich until 08.00.

The Wimbledon branch of the District Line was suspended from 06.10 to 07.10 on **Friday 14 August** because of the two junction home signals failing on the westbound approach to West Brompton, where the two tracks converge. The Victoria Line was suspended north of Highbury from 12.15 to enable work to be undertaken on points at Seven Sisters. However, the area of suspension was widened to King's Cross from 12.30 when the points at Highbury failed. Although the problem at Seven Sisters was dealt with by 12.45, the line remained suspended north of King's Cross until 15.20.

The Jubilee Line was suspended between Green Park and Stratford for line upgrade work on **Saturday 15 August**, but from 14.20 was also suspended between Green Park and Finchley Road until 15.25 when a test train from 'the extension' was found unable to move at Green Park. Service recovery was then hampered by a signal failure north of Wembley Park on the southbound, resulting in a 20-minute suspension to and from Stanmore while a trainstop air hose was replaced.

The Piccadilly Line was suspended west of South Harrow throughout the weekend because of engineering work, but at 16.50 on **Sunday 16 August** it was also suspended between Acton Town and South Harrow because of a signal failure at the latter. One train was stalled on the westbound approach to South Harrow, but with both platforms being occupied, had to be authorised to return wrong line to Sudbury Hill, which was completed by 17.40. Services resumed at 18.15 – after a polystyrene cup was reportedly removed from the point blades!

**Monday 17 August** was thus:

- Piccadilly Line suspended Oakwood – Cockfosters 16.35 to 17.00 because of a signal failure at Cockfosters (which had begun at 14.30).
- Central Line suspended Liverpool Street – White City 16.40 to 17.25 – track fire westbound at Bond Street.
- Waterloo & City Line suspended 19.00 to 21.00 – signal failure at Waterloo.

**Tuesday 18 August** began with Northern Line trains non-stopping Clapham South because of a local power failure, opening for business at 06.45. Two signals failing on the westbound at Mile End delayed the District Line from 06.35 through until 08.10, although it took until midday for services to return to timetable. Two signals failing on the westbound between Ruislip and Ruislip Siding delayed the

Metropolitan Line from 16.15 but the Piccadilly line was suspended west of Rayners Lane. Once the failure was cleared, the Piccadilly line resumed to Uxbridge from 18.00. A further 25-minute delay occurred from 20.05 at Uxbridge with unauthorised persons on the station roof.

The Waterloo & City Line failed to start up until 06.55 on **Wednesday 19 August** because of a track circuit failure in the depot at Waterloo. An early-morning signal failure at Barking also disrupted the District Line from 05.50. Two sets of points (in different locations) had to be secured to clear trains from the area and it wasn't until 06.50 that trains began to move towards Upminster. The Metropolitan Line's 'local' service between Harrow and Moor Park was suspended from 12.00 to 12.35 because of a signal failure at Northwood. Watford trains were diverted via the 'main' lines and Rickmansworth. The Northern Line had a troubled evening peak. At 16.15 a southbound train at Old Street was unable to move at full speed and was eventually put into Kennington siding at 17.00. Coincidentally at Kennington at 16.20, a train in the loop was unable to move, which caused a 20-minute delay to the northbound Charing Cross branch service (with repercussions also on the southbound via Charing Cross branch, because of the queue of Kennington reversing trains).

**Thursday 20 August** is summarised as follows:

- Victoria Line suspended south of Warren Street from start until 06.50 – signal failure at Victoria.
- Waterloo & City Line suspended start to 06.45 – signal failure at Waterloo.
- A northbound Amersham-bound Metropolitan Line train accepted a wrong signal onto the Chesham single line at Chalfont & Latimer at 07.25. The train returned to Chalfont & Latimer southbound resulting in a 20-minute delay.
- Hammersmith & City Line suspended Edgware Road – Hammersmith 22.05 to 23.00 because of a multiple signal failure at Hammersmith

Lift defects resulted in Caledonian Road station closing from 08.45 to 09.10 on **Friday 21 August**. A southbound Northern Line train stalled approaching Hampstead at 10.00, suspending services on the Edgware branch until 10.25, when the offending train was reversed and sent to Golders Green depot. An intermittent signal failure at Farringdon from 11.00 suspended the Metropolitan Line's City service, with the Hammersmith & City and Circle lines continuing under failure conditions. Although the fault was fixed after half an hour the Metropolitan Line continued to terminate at Baker Street until 12.45, to enable the backlog of trains to be cleared. Points failing at Waterloo suspended the Waterloo & City Line from 12.15 to 14.00.

**Saturday 22 August** saw the Bakerloo Line station at Edgware Road closing from 08.50 to 10.20 because of lift defects. Later in the day a SPAD by a westbound Hammersmith & City Line train at Farringdon at 23.10 caused a 35-minute delay while points were secured.

**Sunday 23 August** was uneventful until 16.30, when smoke was reported around the Central Line station at Shepherd's Bush, resulting in the station closing and services suspended between White City and Marble Arch. Although services resumed at 17.20 (but remained in 'disrupted' mode until late in the evening), the station remained closed until 19.30.



**Left:** The aftermath of the 'fire' and electrical explosion at Shepherd's Bush Central Line station on Sunday evening, 23 August 2009, after some tidying up had been done later in the evening. Three panels appear to have been burnt. The station gates to the right face onto the Shepherd's Bush Green, which remained closed for some time after the incident.

**Photo:**  
**James Galbraith**

On **Monday 24 August** a signal failure southbound at Willesden Green delayed the Metropolitan Line throughout the morning peak. The Waterloo & City Line was suspended from 11.45 to 12.35 because of a signal failure at Waterloo. A person ill on an eastbound Hammersmith & City Line train at West Ham caused a 20-minute delay from 16.30.

The only notable incident on **Tuesday 25 August** was disruption to the District Line caused by unruly behaviour by football hooligans at Upton Park. After an initial 25-minute delay to the train service and station closure from 19.00, the station reopened at 20.20. However, the two additional trains for return traffic were rescheduled to run later, departing Upton Park westbound at 23.20 and 23.30 and both running non-stop to Monument. Also during this time, East Ham station closed from 19.45 to 20.20 because of a fire alarm operation.

**Wednesday 26 August** began with a small track fire at Northwick Park on the northbound 'local' line. Northbound all-stations trains were diverted via the northbound fast line, omitting Preston Road and Northwick Park, until 06.30. There was a derailment in Golders Green depot at 06.30, the only effect on the service being the cancellation of the incident train and one 'blocked in' by it. East Ham station closed from 08.55 to 09.45 because of the operation of the fire alarm, while Southgate closed from 12.30 to 13.10 because of a passenger injured on the station, who had fallen on an escalator. The Mill Hill shuttle was suspended for half an hour from 14.35 because of a track circuit failure at Mill Hill East.

The only two offerings on **Thursday 27 August** included the closure of Canning Town station from 14.10 to 14.55 because of a fire alarm operation and the District Line suspended Earl's Court – Richmond and Ealing Broadway from 14.40 to 15.15 because of a signal failure at West Kensington.

On **Friday 28 August** a person on the track at Whitechapel delayed the District and Hammersmith & City lines for 20 minutes from 09.40. An empty Central Line train derailed at the west end of Ruislip depot at 18.55, preventing trains from stabling from West Ruislip station. Late in the evening, because of trains having to stable

from Ruislip Gardens, a taxi shuttle was provided for passengers between there and West Ruislip.

On **Saturday 29 August**, problems continued with both of the tripcock testers that had been installed at Kilburn Park for the Bakerloo Line suspension south of Paddington from 27 to 30 August, with trains 'failing' the testers at various times during the suspension days, causing delays to the service. South Harrow closed from 20.30 to 21.05 because of a loss of station lighting.

The operation of a fire alarm at Covent Garden closed the station from 06.45 to 07.50 on **Sunday 30 August**. A similar occurrence at Westminster resulted in that station closing from 08.50 to 09.45. Also at 08.50, a westbound District Line train accepted a wrong signal at Hanger Lane Junction but stopped just beyond the signal. The decision was taken to authorise the train to set back behind the signal rather than send it to North Ealing and onwards to South Harrow to reverse. The Rayners Lane branch of the Piccadilly Line and the District Line between Turnham Green and Ealing Broadway were both suspended until 09.35. The day ended with a signal failure on the eastbound/outer rail approach to Aldgate at 21.15 with a Metropolitan Line train stalled at the junction home signal. Because the train couldn't be worked into the Circle Line platforms, nor round to Aldgate East, the plan was to return it 'wrong road' to Liverpool Street, first clearing two C Stock trains from Liverpool Street. In the event, the train was able to work into platform 3 at Aldgate at 21.30, with services through the area resuming at 22.00.

On **Bank Holiday Monday 31 August**, a signal failure at Baker Street suspended SSL services through the area from 09.30 to 10.15, which included the Metropolitan Line's City service. At 21.35 a westbound Piccadilly Line train stalled on departure from Southgate, suspending the service east of Arnos Grove. Another westbound train was stalled on the approach to the station, which reached the platform after authorisation at 21.55 for detrainment. The incident train was then authorised to return to Southgate where its passengers were detrained by 22.10. The train was then worked empty to Arnos Grove sidings with services resuming at 22.30.