

UNDERGROUND DIARY

FEBRUARY 2025 (Continued)

On **Wednesday 26 February**, a person trackside at Chigwell suspended the Central Line between Hainault and Woodford from 07.35 until 08.00. Two further 25-minute delays occurred in the evening peak, first at Bond Street at 17.25 with a person ill on a northbound Jubilee Line train and then on the eastbound at Great Portland Street at 18.00 because of a defect on an outer rail Circle Line train. The only station closed for a lack of staff was Nine Elms (after 23.30).



There were two notable incidents on **Thursday 27 February**. The first was an E-bike that caught fire under the canopy of the eastbound platform at Rayners Lane at 11.25, its remains being seen (*Left*).

Photo: LURS Collection

An eastbound Metropolitan Line train was in the platform at the time but was unaffected other than being delayed. The Metropolitan Line was suspended Harrow – Uxbridge and the Piccadilly Line west of South Harrow. Passengers on the eastbound platform moved to the open air west end until the incident had been contained. Two trains were stalled, one westbound Piccadilly Line train was authorised to return to South Harrow at 11.45 and a westbound Metropolitan Line train approaching Rayners Lane junction until 11.55. Services resumed at 12.05. The second (passenger action) incident was at

West Acton at 21.40, with a person trackside, who subsequently entered the Train Operator's cab and vandalised it. Services resumed between North Acton and Ealing Broadway at 23.00. Stations closed for a lack of staff were Paddington Suburban (before 05.55), Queensway (before 06.00) and Hyde Park Corner (after 22.30).

Stations closed for a lack of staff on **Friday 28 February** were Holborn and Clapham Common (both before 06.00), Chancery Lane (before 06.45), Hyde Park Corner (before 07.25) and Southwark (after 00.30 and through Night Tube). What was thought to be a track fire just north of Brent Cross suspended the Edgware branch of the Northern Line from 11.30 to 12.00 – road resurfacing work beneath the viaduct was found to be the cause. Passenger action on the westbound at St. Paul's caused a 25-minute delay from 20.15. This was followed by an intermittent signal failure on the westbound between Liverpool Street and Bank from 21.30, caused by a broken rail, with trains working through under failure conditions.

MARCH 2025

During Night Tube early on **Saturday 1 March**, to enable repair of the broken rail between Liverpool Street and Bank to be effected, the Central Line service was suspended between Leytonstone and Marble Arch from 02.55 until 07.10. Points failing at Edgware Road at 06.30 suspended the Circle Line in its entirety and the District Line east of High Street Kensington. The Hammersmith & City Line was largely unaffected. An obstruction in the points was removed and services resumed at 08.30 (District Line), 09.00 (inner rail Circle Line) and 09.30 (outer rail Circle Line). A person under a northbound train at Blackhorse Road at 16.20 suspended the Victoria Line north of Highbury & Islington. Two trains were stalled between stations, one approaching Seven Sisters (clear at 17.15) and one approaching Blackhorse Road (clear at 17.45). Services resumed at 18.15. Stations closed for a lack of staff were Southwark (through Night Tube until 07.00) and Goodge Street (13.30 to 19.25).

In the early hours of Night Tube on **Sunday 2 March**, Euston LU station closed at 03.20 because of a defect with the station's fire detection system, not reopening until 10.00. The only other incident of the day was a SPAD by a westbound train at Rayners Lane at 20.30, suspending both lines through the area until 21.05. Five trains were stalled between stations for between 25 and 35 minutes. Bounds Green station closed from 10.25 to 11.50 because of a local power failure, while closed for a lack of staff was Regent's Park (after 18.35).

Regent's Park station remained closed until 06.45 on **Monday 3 March**, along with Clapham South until 07.15, both for a lack of staff. A track circuit failure at Bank prevented the Waterloo & City Line from starting up until 06.40. A track defect on London Overground at Watford High Street caused the Bakerloo Line to be suspended north of Stonebridge Park from 10.15 to 11.20 (the siding at Harrow & Wealdstone was required to reverse London Overground trains). A signal failure on the westbound at Caledonian Road sent the Piccadilly Line into severe delays mode, which remained the case until the end of traffic.

Tuesday 4 March began with a track circuit failure on the westbound at Bond Street from 06.10, immediately setting the Central Line into severe delays mode and, as it turned out, right through the morning peak until the fault was rectified at 09.35. A defect on a platform edge door westbound at Southwark from 13.45 caused an initial 25-minute delay with westbound trains thence non-stopping until 16.30. A repeat failure at 17.40 resulted in westbound trains non-stopping until the end of traffic.

A track fire at Chalfont & Latimer at 17.20 caused the Metropolitan and Chiltern services to be suspended north of Rickmansworth, with one such terminating train seen at Rickmansworth (*Right*). Services resumed at 18.15.

Photo: Antony Badsey-Ellis

The only station closed for a lack of staff was Russell Square, which opened at 06.25.

Wednesday 5 March may be summarised thus:

- Piccadilly Line suspended west of Northfields from the start of traffic – late finish to overnight signalling work at Hounslow Central. Services began at 08.30 but because of ongoing investigations,



trains continued to work through under failure conditions in 'severe delays' mode for the rest of the day.

- Goodge Street remained closed for a lack of staff, opening up for business at 07.05.
- Metropolitan Line trains ran empty between Croxley and Watford from 06.10 to 06.35 – track fire north of Croxley.
- 20-minute delay on the Circle and Hammersmith & City lines at Westbourne Park from 09.50 for the investigation of a track fire and a similar 20-minute delay to the Waterloo & City Line from 13.25 following a loss of signalling control at Bank.
- 45-minute suspension in the Barking area from 10.55 – track fire on points on the eastbound approach to Barking station.
- 30-minute suspension of the Northern Line's Edgware branch from 12.00 – track fire at Golders Green.
- Metropolitan Line suspended south of Wembley Park 12.50 to 13.30 – track fire at Neasden. The Jubilee Line was unaffected.
- Bakerloo Line suspended south of Lambeth North from 15.45 to 16.30 – track fire north of Elephant & Castle on the northbound.
- Euston LU station closed 18.40 to 19.10 – passenger action (fire alarms and escalator emergency stop diamonds maliciously operated).

The Piccadilly Line was unable to start up west of Northfields from the start of traffic on **Thursday 6 March** following further overnight signalling work at Hounslow Central – services began at 05.30. In the evening, a person ill on a southbound train at Camden Town suspended the Barnet branch of the Northern Line from 21.15 until 22.10. The day was otherwise uneventful, disruption-wise.

Friday 7 March began with a multiple signal failure on the westbound at Piccadilly Circus following the passage of a westbound engineer's train. Piccadilly Line services were thus disrupted at the start of traffic, until fixed at 06.40. The Bakerloo Line then had a 25-minute delay at Lambeth North on the northbound from 07.45, following what seemed to be a spurious passenger emergency alarm operation. The train was taken out of service and sent to Stonebridge Park Depot. A person under an eastbound train at Hatton Cross at 11.55 suspended the Piccadilly Line west of Northfields until 13.05, with Hatton Cross station remaining closed until 13.35. Persons reported trackside west of Upney at 18.35 initially caused delays to the District Line service, with services suspended from 19.10 to 19.45 while a final track search was undertaken. A track circuit failure north of Chalfont & Latimer at 20.50 suspended the Metropolitan Line (and Chiltern Railways) towards Amersham. Chesham trains were able to run as booked but Amersham trains terminated at Rickmansworth until resolved at 22.15.

On **Saturday 8 March**, a signal failure on the westbound Piccadilly Line at Turnham Green from 10.30 sent the Piccadilly Line into severe delays mode. With current off for trackside access, the Piccadilly Line was suspended through the area and also the adjacent District Line to Ealing Broadway, from 12.25 to 12.55. A track fire between London Bridge and Bermondsey at 17.05 suspended the Jubilee Line between Waterloo and North Greenwich until 18.30. Services recovery was then hampered by a person ill on a northbound train at Kingsbury at 22.40, suspending the service north of Wembley Park until 23.55, with Kingsbury station remaining closed until 00.20. Damaged signal cabling (caused by detached shoes of a train, according to an informed source) between Euston and King's Cross suspended the City branch of the Northern Line from 22.30 until 00.10, with services resuming for the last three southbound City trains.

An on-going but intermittent track circuit failure on the westbound Piccadilly Line at Turnham Green at 10.30 on **Sunday 9 March** suspended the Piccadilly Line west of Hammersmith and the District Line's Ealing Broadway service from 11.30 to 12.25. Later in the day, a southbound Bakerloo Line train was unable to move from Baker Street at 19.10, suspending the service south of Paddington until 20.05. Westminster station closed from 19.20 to 20.10 because of a defect with the station's fire detection system. Stations closed for a lack of staff were Goodge Street (06.30 to 11.20), Hyde Park Corner (07.00 to 12.10) and Caledonian Road (after 20.00)

And now, as they say, "it's time for something different". On **Monday 10 March**, the Metropolitan Line was suspended north of Rickmansworth from 12.00 because of cows reported lineside between Chorleywood and Chalfont & Latimer. In fact, an informed source tell us that the cows had found a gap in the fencing but were behind the cable run. LU response staff assisted the cows to a place of safety away from the railway, with services resuming at 13.30. In the evening, a SPAD on the westbound in the Ruislip Siding area at 21.20 caused a 30-minute stand on the Uxbridge branch while the train was authorised to set back behind the signal. The other notable event of the day was a points failure just west of Woodford at 21.25, suspending the Central Line between Leytonstone and Epping. The Woodford – Hainault shuttle was unaffected. With points secured, services resumed at 23.30. The rest of the day was concerned with station events:

- Stonebridge Park – closed start of traffic until 06.50 – no keys available to open station.
- Becontree – closed 06.50 to 07.55 – person ill on platform.
- Heathrow Terminals 2&3, Bermondsey and Russell Square – closed for a lack of staff (start to 05.25, 05.45 and 07.00 respectively).
- Angel – closed start to 07.05 – escalator defects.
- Holloway Road – closed 10.55 to 14.00 – local power failure.
- North Ealing – closed 12.45 to 16.55 – unsafe ticket hall ceiling.

The whole of the Metropolitan Line was unable to start up until 06.10 on **Tuesday 11 March** because of points failing at Harrow-on-the-Hill, with a much reduced morning peak service in consequence. A local power failure caused Holloway Road station to close from 11.20 to 15.00. There were two instances of 'surfing' (persons riding on the outside of trains at the rear) in the late afternoon, first at Neasden on the Jubilee Line at 16.20 and then at Woodside Park at 18.55, both incidents incurring a 20-minute delay while safety checks were made. A suspicious person and accompanying item on the northbound Northern Line at King's Cross at 17.55 caused the station to be closed and the northbound City branch to be suspended until 18.50, with all other services non-stopping for the duration.

A defect on points at Cockfosters disrupted the Piccadilly Line service throughout **Wednesday 12 March** with only one platform available for use at the terminus and many cancellations in consequence. A multiple signal failure north of Woodside Park suspended the Northern Line north of Finchley Central from 10.10 to 12.50. Later in the day there were three Network Rail signal/point failures affecting the Bakerloo Line, beginning at 16.00 at Kensal Green northbound, initially with severe delays but subsequently suspended north of Queen's Park from 17.05 to 18.45 because of points failing on the southbound (NR) approach to Queen's Park. The third instance was a repeat of the first at 21.10 with the service once again suspended through to the end of traffic.

The cracked rail on points at Cockfosters was unresolved at the start of traffic on **Thursday 13 March** and only one platform was available there for the complete traffic day, with continued disruption throughout. Points failing at Harrow-on-the-Hill at 08.50 and at Chalfont & Latimer from the same time brought the whole of the Metropolitan Line to a stand, with as many trains as possible being held in platforms. However, three trains were stalled between stations in the Harrow area, one until 09.30, the other two until 10.20. A limited service north of Baker Street resumed at 11.00 with the City service resuming at 12.15. The Metropolitan Line was also in trouble in the afternoon from 15.55, with a track circuit failure in the Ruislip area, trains working through under failure conditions until clear at 17.15. The Piccadilly Line was suspended west of Rayners Lane for the duration.

A late finish to overnight track work at Harrow-on-the-Hill on **Friday 14 March** caused a late start to the Metropolitan Line from the start of traffic. Initially, limited shuttle services were implemented, Rayners Lane – Uxbridge and Amersham/Chesham/Watford – Northwood. Through services began at 06.30 but for a time the service between Baker Street and the City remained suspended so as to populate the remainder of the line. A track circuit failure at Cockfosters at 16.20 suspended the Piccadilly Line east of Oakwood but with a much reduced service between there and Arnos Grove. Services resumed at 17.10.

Saturday 15 March was thus:

- Piccadilly Line suspended South Harrow – Uxbridge 08.30 to 09.10 – track fire west of Rayners Lane.
- Metropolitan Line suspended south of Wembley Park 11.00 to 11.55 – track fire southbound south of Willesden Green.
- Northern Line suspended Golders Green – Camden Town 13.15 to 14.25 because of a smell of burning southbound at Hampstead.
- 30-minute delay on the Victoria Line 16.40 to 17.10 for the investigation of a positive traction earth between Oxford Circus and Green Park southbound.
- District Line suspended Ealing Broadway – Turnham Green 19.45 to 21.40 – points failure west of Turnham Green at the converging junction. One stalled eastbound train was authorised to return to Chiswick Park, arriving at 20.15.

Sunday 16 March started badly for the Victoria Line, with a person trackside at Tottenham Hale at 06.05, causing a 20-minute delay. This was followed by an unrelated incident of a person under a northbound train at Tottenham Hale at 06.35,

suspending the service north of Seven Sisters until 08.10. Points failing at Watford from 07.25 suspended the Metropolitan Line between there and Moor Park until 08.30. In the evening, the Jubilee Line was suspended north of Wembley Park from 19.45 to 20.15 because of 'surfers' on the back of a northbound train observed at Queensbury. Stations closed for a lack of staff were Chancery Lane (after 19.00) and St. Paul's (after 21.45).

The Rayners Lane branch of the Piccadilly Line was unable to start up until 05.50 on **Monday 17 March** because of a late finish to overnight track work at Alperton. This also caused the suspension of the District Line to and from Ealing Broadway until 05.35. The Bond Street station complex closed from 06.00 to 06.30 because of fire alarms activated on the Elizabeth Line side of the station. A person under an eastbound train at Bethnal Green at 17.20 suspended the Central Line between Liverpool Street and Leytonstone until 18.45. One eastbound train was stalled approaching Bethnal Green until 18.30, being worked onwards to Mile End to allow passengers to alight. Edgware Road Bakerloo Line station closed from 20.35 until the end of traffic because of a local power failure.

Edgware Road Bakerloo Line station closed again between 08.30 and 09.10 on **Tuesday 18 March** because of a continuing intermittent local power failure. A defect on points at Bank suspended the Waterloo & City Line from 13.15 until 13.45, with platform 7 being taken out of use from 14.50 for the remainder of the day. A track fire on the eastbound at Ruislip caused both lines' services on the Uxbridge branch to be suspended from 13.45 to 14.15. The Northern Line was suspended north of Golders Green from 13.55 because of a person falling from a block of flats onto the northbound track just north of Colindale. Because of the protracted nature of the incident, one northbound train was stalled approaching Colindale with its passengers being walked forward to the station by 14.55. Services resumed at 19.40. A fire alert at Farringdon caused the station to close from 18.15 to 19.25. Stations closed for a lack of staff were Queensway and Aldgate East (both after 22.00).

On **Wednesday 19 March**, stations closed for a lack of staff were Aldgate East (before 07.10), Goodge Street (07.10 to 10.10) and Arsenal (after 22.35). Also closed was Tooting Broadway from 12.50 to 14.25 because of passenger action. The day was not without operational incidents, however. At 14.15, a southbound train was unable to depart from Hampstead because of a braking defect, suspending the Edgware branch of the Northern Line. At the same time, a track fire at Finchley Central suspended the Northern Line north of Archway. In the case of the former incident, one train was stalled approaching Hampstead, which was authorised to return to Golders Green, arriving at 14.55. With both incidents being resolved, services resumed at 15.15. The Edgware branch of the Northern Line was suspended again at 17.25 because of a track fire on the northbound at Brent Cross with the service resuming at 18.15. Prior to that at 16.00, a track fire between West Hampstead and Kilburn suspended the Jubilee Line between Waterloo and Willesden Green until 16.55. With the fire brigade in attendance, the adjacent Metropolitan Line was also delayed for a period of time. A multiple signal failure on the westbound between Knightsbridge and South Kensington caused the Piccadilly Line to go into severe delays mode, before being suspended between King's Cross and Hammersmith from 18.25 until 19.00. The failure continued intermittently from 19.55.

Points failing in Upminster Depot from 05.30 on **Thursday 20 March** resulted in a number of cancellations on the District Line until the issue was fixed at 06.20. A repeat multiple signal failure on the westbound between Knightsbridge and South Kensington sent the Piccadilly Line into severe delays mode from 06.30 with a suspension between King's Cross and Hammersmith from 10.05 until 10.35. A signal failure between Waterloo and Bank at 08.25 caused an initial 25-minute delay, with services suspended later in the morning while a damaged cable was replaced. A track fire on the southbound approach to Morden suspended the Northern Line south of Tooting Broadway from 21.10 to 21.50. Station closures featured during the day, with Arsenal remaining closed for a lack of staff until 07.40 and then again from 20.25 until the end of traffic. Also closed because of serious fire at North Hyde substation near Heathrow Airport were Hounslow West (00.10 to 00.40) and Hounslow Central (23.55 until the end of traffic).

On **Friday 21 March**, the effects of the fire (q.v.) were such that there were no flights in and out of Heathrow Airport throughout much of the day. However, apart from Heathrow Terminal 4 station being closed from the start of traffic, the Piccadilly Line was unaffected (save for service disruptions later elsewhere – q.v. below). T4 trains were detained at Hatton Cross and worked empty round the loop to T2&3, as they did during the Covid restrictions and T4 closed. However, later in the day, when some flights resumed to the airport, Heathrow Terminal 4 opened for picking up passengers only.

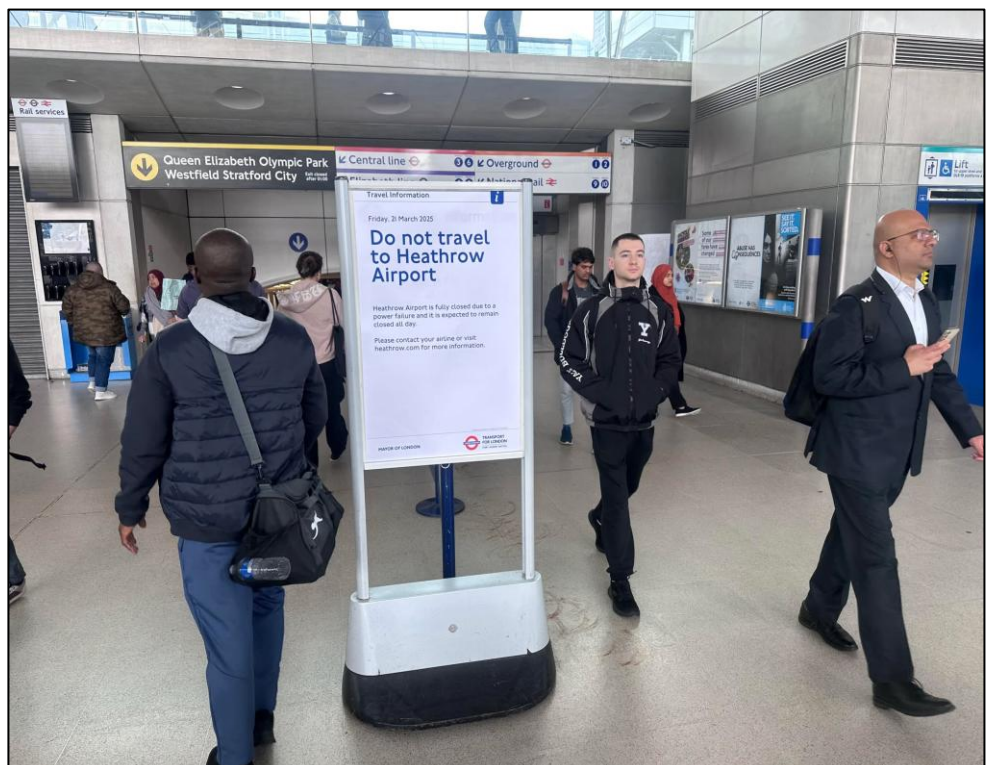


Photo: Mike Reid, at Stratford

Later in the day, an eastbound Piccadilly Line train was unable to move off from Hammersmith at 19.10, causing a 25-minute delay while it was detrained and worked to Northfields Depot via the siding. This was followed by the closure of Kentish Town station from 19.20 to 20.30 because of escalator defects. A person trackside at Archway at 21.40 suspended the Barnet branch of the Northern Line until 22.10, having been removed from the station by the police. The person returned later and caused a further 20-minute delay from 23.20. In both instances, one train was stalled between stations for the duration. The only station closed for a lack of staff was Covent Garden, which opened its doors for business at 06.05.

Saturday 22 March was thus:

- Lightning strike at Barons Court at 15.10 affecting CBTC signalling and causing a number of non-communicating trains. District Line suspended Earl's Court – Ealing/Richmond until 17.35.
- Circle and Hammersmith & City lines suspended west of Edgware Road from 15.20 to 17.50 – lightning strike affecting CBTC signalling and causing non-communicating trains.
- Metropolitan Line suspended south of Wembley Park 15.30 to 16.25 – lightning strike at West Hampstead.
- Shepherd's Bush Central Line station closed 17.00 to 18.40 – escalator defects.
- Persons trackside at Theydon Bois – Central Line suspended east of Loughton 22.25 until 23.05.
- Victoria Line suspended south of Victoria 22.40 to 23.30 – person under a southbound train at Pimlico.
- Signalling problem at Neasden northbound Jubilee Line at 23.05 with the service suspended between Willesden Green and Wembley Park until 00.30.

Sunday 23 March began with a total loss of signalling to the Piccadilly Line at 09.00, suspending the whole line (Cockfosters / Heathrow – the Rayners Lane branch was closed for engineering work anyway) and the District Line's Ealing and Richmond services. There were several trains stalled between stations, the last of which reached platforms at 10.30. Services resumed on both lines at 11.15. A defective eastbound Jubilee Line train at London Bridge at 11.55 with door problems caused a 25-minute delay on the extension. Stations closed for a lack of staff were Caledonian Road (06.30 to 12.00) and Chancery Lane (after 22.40).

There were no protracted incidents on **Monday 24 March**. Westbound Piccadilly Line trains non-stopped Hyde Park Corner from 15.10 to 16.25 because of a defect with platform equipment. Queensbury station was non-stopped by Jubilee Line trains from 17.35 to 17.55 because of an altercation at platform level (an informed source suggests knives were involved) – the situation wasn't helped by the station being unstaffed at the time. Euston Square station closed from 21.10 to 21.55 because of a fire alarm activation.

Below: The remaining siding at Edgware Road (C&H) was host to a Transplant tamping machine (Left) and the Schweerbau Rail Grinding unit (Right) on 24 March 2024.

Both photos: Michael Brough



Again, there were notable incidents on **Tuesday 25 March**, other than a number of cancellations for a lack of Train Operators on the Central and Victoria lines. There were also cancellations on the Central Line for defective stock. Stations closed for a lack of staff were Aldgate East (before 07.20), Caledonian Road (06.25 to 19.15) and Covent Garden (after 23.30). Stations closed for a lack of staff on **Wednesday 26 March** were Covent Garden (before 06.40), Lancaster Gate (after 21.05) and Regent's Park (after 22.50). In the evening, a shunt move of a 2009 Tube Stock train in Northumberland Park Depot collided with the stops on one of the shed roads. Damage was sustained to the stops, track and leading end of DM 11024.

To be continued in the next issue ...