

UNDERGROUND DIARY

JUNE 2017

Thursday 1 June began with three signals failing between Royal Oak and Paddington from 06.20. Initially trains worked through the area under failure conditions but a 20-minute suspension took place from 07.00 while engineers accessed the track. Services resumed at 07.20 with seven C&H trains cancelled in consequence. A person ill on a southbound Bakerloo Line train at Kenton suspended the service north of Stonebridge Park from 18.15. As this incident concluded at 19.05, the Bakerloo Line remained suspended because of a Network Rail signal failure at Harrow & Wealdstone. Services resumed at 21.00 but were suspended once again from 21.30 because of further signalling problems at Harrow. Apart from the running of scheduled last trains, the service north of Stonebridge Park remained suspended until the end of traffic.

On **Friday 2 June** points failing at Stratford from 05.55 restricted Jubilee Line services to using just one platform out of the three until the problem was resolved by 06.35. Points failing west of Acton Town suspended the District Line between Turnham Green and Ealing Broadway from 12.50 with one train stalled west of the station until 13.45, when it was able to proceed to Ealing Common. The service resumed at 14.00 – the Piccadilly Line was as good as unaffected. Sudden torrential rain caused Gants Hill station to close from 16.00 to 21.25 – always a ‘favourite’ to close during such weather conditions. A passenger altercation on a northbound Victoria Line train at Highbury & Islington at 17.00 caused a 15-minute stand while the police attended. The Piccadilly Line was suspended between Arnos Grove and King’s Cross from 23.50 because of a person under a westbound train at Manor House. One train was stalled approaching Wood Green and was authorised to return to Bounds Green, arriving at 00.15. The service resumed to Night Tube operation at 01.00.

In Night Tube hours on **Saturday 3 June**, Oxford Circus station closed from 04.55 to 05.55 due to the malicious activation of multiple fire alarms. At 15.30 the Waterloo & City Line was suspended because of points failing at Waterloo, resuming at 16.45. The westbound platform at High Street Kensington was non-stopped from 17.25 until the end of traffic because of the ingress of sewage onto the platform. This affected westbound District Line trains from Edgware Road only as the Circle was suspended for weekend engineering work. An unattended item found on the track at South Ruislip suspended the Central Line west of Northolt from 19.35 to 20.15. Westbound trains non-stopped East Putney from 23.05 until 23.45 because of a loss of platform lighting. Meanwhile, with the special timetable notice in operation for weekend engineering work, there was considerable congestion at Earl’s Court in the late evening, especially on the westbound, resulting delays and cancellations on the District Line.

However, the most serious event of the day was the terrorist related incident near London Bridge late in the evening. In consequence, London Bridge station closed from 22.20 and Borough station from 22.30 – passengers inside Borough station were evacuated by train rather than via street level. We are told that trains serving the main line station were suspended until 00.45. Bank station also closed from 22.35 until 23.05 and again from 23.40 until midnight, the latter also seeing the service suspended between Liverpool Street and White City. There was also a further closure from 00.10 to 00.30 and on this occasion the City branch of the Northern Line was suspended for the duration, which also coincided with the closure of Elephant & Castle for the same period and the Bakerloo Line suspended south of Lambeth North. Moreover, Vauxhall LU station closed from 23.45 to 00.05 but this was for an unrelated altercation type incident close by. Both Borough and the Northern Line side of London Bridge station remained closed until the end of traffic while the Jubilee Line side of London Bridge remained closed into and throughout Night Tube hours.

Both Borough and London Bridge stations remained closed on **Sunday 4 June**, Borough opening at 19.15. It was also noted that all visible staff on duty were required to wear their Hi-Vi vests, reverting to a status of some years back. Further delays for the District Line because of the weekend special arrangements also occurred throughout the day.

London Bridge LU station opened from the start of traffic on **Monday 5 June**. The Waterloo & City Line was unable to start up until 07.10 because of a points failure at Waterloo, while Goodge Street station remained closed until 06.40 because of insufficient staff. A person under a southbound Metropolitan Line train at Preston Road at 20.55 suspended the Metropolitan Line south of Harrow-on-the-Hill until

21.30, with one train being stalled approaching the station throughout. Meanwhile, only station staff were required to wear Hi-Vi vests we are told ...

Tuesday 6 June was thus:

- Tower Hill station closed 05.50 to 09.00 – local power failure.
- Central Line suspended west of Marble Arch 06.20 to 06.50 – overhanging tree at the east end of White City station.
- 25-minute delay westbound at Ravenscourt Park to the Piccadilly Line from 08.00 – train ran over a branch of a tree caused by the high winds. (There were also several other instances of track obstructions caused by the high winds but none were too service affecting).
- Waterloo & City Line suspended 09.20 to 10.40 – points failure at Waterloo.
- One bogie of a stabling 1992 Stock train derailed in Ruislip Depot at 09.30, car 91273. There were no delays to trains stabling or starting up from depot in the afternoon.
- Bakerloo Line suspended north of Queen's Park 11.25 to 12.25 – LU signal failure at Queen's Park.
- Signal failure at Hatton Cross from 19.20 causing delays whilst trains worked through under failure conditions. Piccadilly Line service consequently suspended west of Northfields from 19.45 to 20.20 and again from 21.00 to 22.00.
- Signal failure Baker Street northbound Bakerloo Line from 20.40 – initial 15-minute delay with trains working through under failure conditions until clear at 21.20.

Warwick Avenue station remained closed at the start of traffic on **Wednesday 7 June** because of a local power failure, opening for business at 10.25. There was nothing else of significance during the day that hasn't been seen before.

The only notable event on **Thursday 8 June** was actually in the early hours of Friday 9 June but in Thursday's traffic day. At 00.15, a multiple signal failure at Barons Court brought the westbound Piccadilly Line to a stand. One train was stalled on the approach to Barons Court until 01.05, the remaining trains behind being held in platforms until service resumption at 01.15.

Friday 9 June was uneventful until 09.35, when an unexploded device from WW2 was discovered near to Mill Hill East station, suspending the Northern Line between there and Finchley Central until 10.05. A SPAD by a southbound Metropolitan Line train approaching Baker Street at 14.50 resulted in a 20-minute delay while the train was set back behind the signal. A loss of signalling control in Wood Lane Control Centre brought the Central Line to a stand from 14.55 until 15.15 while computer equipment was reset. Points failing at Stratford at 20.45 suspended the Jubilee Line east of North Greenwich until 21.30, with one train stalled approaching Stratford for 25 minutes.

In Night Tube hours on **Saturday 10 June**, urgent engineering work in Wood Green siding required current to be discharged for three separate periods of time, causing delays to the westbound Piccadilly Line (00.35 to 00.55, 01.25 to 01.40 and 02.15 to 02.30). The Circle and Hammersmith & City lines were suspended between Edgware Road and Hammersmith from 10.30 because of a person under a westbound train at Ladbroke Grove, with services resuming at 11.35. Passenger action at Hainault resulted in a 25-minute delay for the Central Line service from 14.00 with the station remaining closed until 14.55.

On **Sunday 11 June** a person trackside east of Turnham Green and walking east brought the Piccadilly Line to a stand from 05.10 to 06.00, suspending the service between Acton Town and King's Cross. A signal failure on the eastbound approach to Arnos Grove then suspended the Piccadilly Line east of King's Cross from 08.35 until 09.30. Three eastbound trains were stalled between stations for the duration. Prior to that, a signal failure at Ealing Common from 06.30 until 06.50 prevented District Line trains from leaving the depot at the west end. At 07.30 points failing at Watford suspended the Metropolitan Line between there and Moor Park until 08.10. The rest of the day was uneventful, save for the Piccadilly Line which had an average of nine trains cancelled for the previous signal failure and lack of Train Operators.

Bond Street station was unable to open until 05.55 on **Monday 12 June** because of insufficient staff. A loss of ATO between King's Cross and Highbury & Islington from 10.30 resulted in trains only being able to travel in restricted manual mode (17kph) for the very long interstation section. Although there was no suspension as such, progress through the area in both directions, and leading up to the areas in both directions, was painfully slow. Normal speed running was gained at 11.30. Victoria LU station was closed from 14.05 to 14.40 because of a fire alarm activated.



Insufficient staff required Chalk Farm to close from 05.40 for an hour on **Tuesday 13 June**. Later in the day at 20.45, a derailment occurred of an empty train proceeding into Ealing Common Depot, causing five axles over two cars to be derailed. The location of the derailed train meant that the service on the District Line between Turnham Green and Ealing Broadway was suspended and also the Piccadilly Line between Acton Town and Uxbridge. One eastbound Piccadilly Line train was stalled approaching North Ealing until 21.05, being authorised to return to Park Royal, with other trains on the branch being detrained and held in platforms. Both lines were able to resume services at 23.55 with the west end of Ealing Common depot being inaccessible and three District Line trains outstabled at Ealing Broadway. In the meantime, a person on the track at Tottenham Court Road brought the westbound Central Line to a stand for 25 minutes from 23.25.

The aftermath of the derailment at Ealing Common, the effects of which were felt right through to Friday 16 June. The photo (Top) shows the two cars involved in the derailment (21311 and 22311) are stabled around the back of Ealing Common Depot on 'A' road while the other five cars are in the depot shed (Above) with 24311 nearest the camera. Both photos: Dstock7080.

The tragic events overnight of a massive fire in a tower block close to the railway to the east of Latimer Road station prevented the Hammersmith & City and Circle lines from starting up between Hammersmith and Edgware Road on **Wednesday 14 June** and thus trapping 12 trains in Hammersmith Depot. The trains that remained available elsewhere provided an all-round service on the Circle Line and a limited service between Edgware Road and Barking with no service all day between Hammersmith and Edgware Road. An average of 15 C&H trains were cancelled throughout the day. Meanwhile, back at Ealing Common Depot, the west end remained unavailable with all trains starting (and later stabling) using the east (Acton Town) end, meaning a very reduced service to and from Ealing Broadway until the build-up to the morning peak. The two derailed cars were separated from the rest of the train during recovery operations. The District Line suffered further delays, not only with stabling arrangements in Ealing Common Depot but with train describer problems resulting in wrong signals being offered. Other events on the day included the closure of Regent's Park station from 10.45 to 11.55 because of a local power failure, a 25-minute delay at Harrow-on-the-Hill from 15.55 because of a points failure at Harrow South Junction and eight trains cancelled on the Central Line in each peak because of defective stock.

In Ealing Common Depot, the west end remained unavailable on **Thursday 15 June** with all trains starting (and later stabling) using the east (Acton Town) end, again meaning a very reduced service to and from Ealing Broadway until the build-up to the morning peak. The Hammersmith & City and Circle lines were able to start up normally from the start of traffic. Just before 05.30 a person under a

northbound train at Tooting Broadway suspended the Northern Line between Morden and Kennington northbound (Morden and Stockwell from 06.10), with a very limited service southbound. The service resumed at 06.55 with 30 trains cancelled. Tooting Broadway station reopened at 07.10. The District and Circle lines were suspended through Gloucester Road from 13.00 because (as it turned out) of an obstruction in the points at the District/Circle Line junction. Three trains were stalled between stations until 13.30 with one train returned in the wrong direction into Gloucester Road station. The Piccadilly Line was suspended east of Hyde Park Corner from 15.45 because of a person under a westbound train just west of Holloway Road. With services resuming at 16.35 three trains were stalled between differing pairs of stations for the duration. A total of 26 trains were cancelled for the evening peak. A person ill on a train at Kennington suspended the northbound City branch of the Northern Line from 18.00 until 18.25.

On **Friday 16 June**, District Line trains were able to enter service from the west end of Ealing Common Depot but stabling continued via Acton Town. A handful of stations were late opening because of insufficient staff – Heathrow Terminal 4 and Hatton Cross, Highbury & Islington and Clapham Common, while later in the day a shortage of Train Operators on the Piccadilly Line saw the number of trains cancelled during the afternoon and evening steadily increase, reaching 11 trains late evening with very extended gaps on the Rayners Lane branch – priority was, of course, given to the Heathrow service.

Saturday 17 June was uneventful until late-morning, when further concerns about the fire-damaged building close to the railway just west of Latimer Road caused the Hammersmith & City Line to be suspended west of Edgware Road from 11.20 (with a consequential reduced service between there and Barking) and the ‘shortened’ Circle Line (Hammersmith to Aldgate) to be suspended completely, which remained the case for the rest of the day. In consequence, 15 trains were cancelled out of the scheduled 24 (reduced maximum number because of weekend engineering work). At Harrow-on-the-Hill, a points failure at Harrow South Junction from 14.20 brought Chiltern Railways’ services to a stand for some 30 minutes. A signal/points failure westbound at Acton Town from 14.40 set the Piccadilly Line into ‘severe delays’ mode, with trains passing through under failure conditions. Because of this, signalling issues at Arnos Grove (eastbound trains blocking back as far as Holloway Road), several SPADs and lack of Train Operators, some 22 trains were cancelled mid-afternoon. At Holborn, Piccadilly Line trains non-stopped from 16.50 to 17.55 because of escalator defects. The day ended with an eastbound District Line train being unable to move off from Barking at 23.10, effectively suspending the service with trains being held in platforms, apart from two trains stalled between stations, one approaching Barking (until 23.35) and the other approaching East Ham (until 23.40). A very limited westbound service was possible once the stalled trains had been put into Barking Sidings at 01.00 but the rest of the service remained suspended until the end of traffic although the delayed eastbound trains continued in service to their stabling points.

The Hammersmith & City and Circle lines continued to be suspended through Latimer Road on **Sunday 18 June** because of the reported fragility of the burnt-out tower block near the railway. However, from the start of traffic, a special ‘locked in’ service was provided between Hammersmith and Wood Lane, one train on each line providing a combined 15-minute service, operating under the rules for single line working. From platform 1 at Hammersmith to Wood Lane on the eastbound was train 1 formed 21370-21369 while from platform 2 at Hammersmith to Wood Lane on the westbound was train 2 formed 21414-21413. The first train departed from Hammersmith at 06.40. This arrangement continued for the rest of the day, although there was a brief cessation of the service mid-afternoon because of problems with ‘scotch blocks’ used in the process of securing points. Seven trains provided a 15-minute service between Edgware Road and Barking, with a further two trains between Edgware Road and Aldgate.

Other events of the day were:

- Person under a southbound Northern Line train at Old Street – southbound City service between Camden Town and Kennington suspended from 13.05 until 14.10. One train stalled approaching Old Street was returned to Angel by 13.50 while a second train stalled after departing Moorgate arrived at Bank at 13.45¹.).

¹ With current off, the long traction current section between Old Street and Elephant & Castle trapped one train in advance of the incident, which is quite unusual – quite often, trains ahead of a problem are normally clear and on the next section by then. Moreover, because each branch has a 3-minute service, to divert all trains via the southbound Charing Cross

- Points failure at Debden at 14.10, Central Line suspended east of Loughton until 15.05. One westbound train stalled approaching Debden was authorised to return to Theydon Bois by 14.45.
- An unusual smell in the tunnel between Marlborough Road and Lords disused stations suspended the Metropolitan Line south of Wembley Park from 14.20. Initially, because of points failing at Wembley Park, trains were sent empty to Neasden and reversed back into the depot from there. However, once there was a queue of trains, the service was suspended south of Harrow-on-the-Hill until service resumption at 15.10.

The overnight incident near Finsbury Park caused the Seven Sisters Road entrance to the station to remain closed until 21.40 on **Monday 19 June**. The situation on the Hammersmith & City and Circle lines remained status quo with single line working between Hammersmith and Wood Lane. The two trains (with different set numbers) were 531 – 21396-21395 and 532 – 21342-21341. Seven trains shuttled between Edgware Road and Barking with 12 trains on the all-round Circle Line (six per side). In the meantime, a signal failure on the westbound at East Ham from the start of traffic caused delays to early-morning trains, the first train taking some 15 minutes to traverse the section. Although clear signals were obtained by 06.15 a further failure on the eastbound at East Ham from 12.00 resulted in five trains cancelled in consequence. A further five trains were cancelled because of a signal failure on the westbound at Whitechapel from 15.20. Hyde Park Corner station closed from 11.35 until 14.05 because of a local power failure, Cannon Street LU station from 14.35 until 15.50 because of a fire alarm activation and Leicester Square from 20.15 to 21.05 for the same reason. Another points failure at Debden (q.v.) suspended the Central Line east of Loughton from 11.45 until 12.35. Adding to the problem was a points failure at White City from 13.50, causing a 15-minute initial delay with westbound trains having to run via the middle platform until clear at 14.50. A southbound train stalled at Bond Street at 17.10 brought the whole Jubilee Line to a stand – three doors on three separate cars were reported as failing to close. The incident train moved off to Charing Cross at 17.40. Two trains were stalled between Baker Street and Bond Street, the first in the queue having a person collapsed on it. Services resumed at 17.50 after the person was removed from the train but Bond Street station remained closed until 18.45. There were several failures during the afternoon on the Metropolitan Line, attributed to the hot weather – two separate incidents at Harrow-on-the-Hill and one at Wembley Park, all combined with speed restrictions because of the hot weather. Just after 16.30 there was a signal main current failure in the Dagenham East area, suspending the District Line east of Barking. The movement of five stalled trains stalled between stations into platforms was complete by 17.10. Services resumed at 18.30 once current supplies had been reconfigured. There were 15 trains cancelled in consequence. A later signalling problem at Wembley Park at 22.00 meant that trains due to stable and reverse in Neasden depot (for the engineering work south of Finchley Road) had to be extended to Baker Street, thus delaying the start of the planned work until 00.30. In the City, a signal failure at Aldgate at 22.45 suspended the outer rail Circle Line, which coincided with insufficient train staff available to maintain the service. The inner rail Circle Line continued until the end of traffic.

On **Tuesday 20 June**, the Hammersmith & City and Circle lines continued as previous days, with Hammersmith – Wood Lane shuttles being formed 21370-21369 (train 531) and 21502-21501 (train 532). The Victoria Line had a 25-minute delayed start from Walthamstow Central because of a 'missing' Train Operator. A signal failure on the outer rail at Aldgate caused a 25-minute initial delay at 13.35 with a suspension of the outer rail Circle from 14.20 until 15.50. SSR services through Great Portland Street suffered a further 20-minute setback from 18.40 because of a defect on an outer rail Circle Line train. An intermittent points failure at Morden from 14.00, preventing the use of platforms 1/2 resulted in delays and cancellations, with some trains being turned short at Tooting Broadway. Kennington Siding was unavailable because the rail grinding train was stabled there. Normal platform working resumed at 18.00. Further signalling problems west of Turnham Green caused the suspension of the Richmond branch of the District Line from 18.05 until 18.50 but continued intermittently until clear at 20.15. A local power failure affected both Kilburn Park and Marylebone stations, which closed 23.30 to 00.05 and 23.20 to 23.35 respectively.

There was no change to the Hammersmith & City and Circle lines status on **Wednesday 21 June**. On the District Line, points failing at Parsons Green from 05.30 suspended the Wimbledon branch of the District Line. With points secured, a limited Edgware Road service resumed at 07.10 under failure

branch resulted in a train every 1½ minutes. With the booked Kennington terminating trains, requiring detraining, and the diverted Morden trains, the queue of trains approaching Kennington soon built up.

conditions, the main service resuming at 08.00. Also in trouble from 05.50 was the Richmond branch, which was suspended from 05.50 with a repeat signal failure west of Turnham Green (shared between LU and NR). This service resumed at 08.30 with both incidents incurring 13 trains cancelled. The last eastbound H&C train to Barking was delayed for 40 minutes at Bow Road at 01.10 because current had been prematurely switched off – a special ‘line clear’ had to be obtained before current could be switched on and the train allowed to proceed.

There were no changes to the Hammersmith & City and Circle lines on **Thursday 22 June** with the two trains for the ‘locked in’ single line working being changed over each day for maintenance requirements. The only other problem was the malicious operation of an emergency stop plunger at Bethnal Green, causing a 20-minute delay to westbound Central Line trains while trains worked through under failure conditions until fixed at 00.30.

On **Friday 23 June**, the situation remained unchanged on the Circle and Hammersmith & City lines, being suspended all day between Wood Lane and Edgware Road. Also from the start of traffic, a track circuit failure on the eastbound fast at Ravenscourt Park meant a later start for the Piccadilly Line. Services began at 05.45 with selected Piccadilly Line trains running via the eastbound local (District) Line. With no immediate fix in sight, a limited Piccadilly Line service began running via the eastbound fast from 07.15 on the basis that the Piccadilly Line trains over the local line were delaying the District Line service – 26 Piccadilly and nine District Line trains were cancelled for the morning peak. Normal signalling was obtained by 10.20. Points failing at West Hampstead from 07.00 suspended the Jubilee Line between Willesden Green and Waterloo. One southbound train stalled approaching West Hampstead was authorised to return to Kilburn, arriving at 07.50. With points secured for through running and the siding out of use, services resumed at 07.55 with 17 trains cancelled. During the failure period, Metropolitan Line trains made an additional stop at Willesden Green. An eastbound Central Line train encountered a door defect on the eastbound at Shepherd’s Bush at 08.15 but as able to move off empty after ten minutes but stalled again approaching Queensway for a further ten minutes. Once on the move to Hainaut Depot, a 25-minute gap had occurred on the eastbound. Passenger action on an eastbound District Line train at Embankment at 14.15 caused a 20-minute delay. Just before 15.00, two signals failing at Earl’s Court suspended the District Line’s Ealing and Richmond services and the outer rail Circle Line. Progress through the area was very slow, with the sudden influx of extra trains to the Wimbledon branch. Services resumed at 16.00 with all Ealing and Richmond trains using platform 3 and Wimbledon trains platform 4. A fire alarm activation necessitated the closure of Warren Street station from 16.35 until 17.00, believed to have been caused from smoke from underneath a northbound Victoria Line train. During the evening, train crew issues at Edgware Road caused a 25-minute delay to the H&C service, with three trains waiting for Train Operators. Insufficient staff caused Goodge Street station to close from 23.00 and through the night until 07.00.

With no change to the Circle and Hammersmith & City Line status on **Saturday 24 June**, the day was otherwise uneventful until 20.40 when a signal failure at Moorgate suspended the Metropolitan Line into the City until 23.20 with the inner rail Circle Line continuing under failure conditions. The report of a person trackside in the Ruislip area at 22.05 suspended the Metropolitan and Piccadilly lines west of Rayners Lane. After a track search and search by helicopter finding nothing untoward, services resumed at 22.50. In Night Tube hours, the Jubilee Line was suspended between Wembley Park and Finchley Road from 02.25 to 03.00 because of a passenger altercation on a southbound train at Kilburn.

Overnight, all the single line working arrangements were withdrawn between Hammersmith and Wood Lane and assets checked prior to through running resuming. Therefore, on **Sunday 25 June**, the all-clear had been given to run trains between Edgware Road and Hammersmith. This was initially empty but from 08.15 passengers were carried from Edgware Road as far as Ladbroke Grove, this being to relieve the pressure of detraining at Edgware Road. The whole line was served from 09.15. In Night Tube hours, Piccadilly Circus station closed from 05.20 to 05.50 because of a failure of communications equipment. At the transition from Night Tube to daytime operations, a person trackside at Leytonstone at 06.35 suspended the Central Line between Liverpool Street and Hainault/Woodford. With nobody subsequently found, services resumed at 08.15. There was a 20-minute delay at Westminster from 18.40 when a passenger slipped between the platform and a westbound District Line train. However, the westbound platform remained closed until 19.35. A person reported trackside in Rickmansworth North Sidings suspended the Metropolitan Line north of Rickmansworth to Amersham and Chesham from 21.45 until 22.45. No person was found, but a train stabled in the sidings covered in graffiti was.

Monday 26 June mostly belonged to the District and Piccadilly lines, beginning at 09.20 with a local power failure in the Earl's Court area which caused a loss of signalling control over a wide area. Services were suspended –

- District Line in its entirety but resumed between Whitechapel and Upminster from 09.50.
- Piccadilly Line in its entirety but resumed between Hyde Park Corner and Cockfosters from 09.50. (Piccadilly Line trains on the Uxbridge branch were worked out of service to Uxbridge Sidings).
- Metropolitan Line Baker Street – Aldgate (to reduce congestion in the City).
- Hammersmith & City Line east of Moorgate and the Circle Line Edgware Road – Aldgate via Embankment.

There were a number of stalled trains across the District Line, five of which were for the duration and Piccadilly Line (undetermined number of trains), some for the duration of the incident. There were 60 trains cancelled in consequence (25 Piccadilly Line, 26 District Line and nine Circle and Hammersmith & City). Services were gradually restored between 10.30 and 10.45. The Piccadilly Line is always a difficult railway to recover after a serious disruption and just as things were 'almost there', a signal failure at Ravenscourt Park at 18.05 caused a 15-minute eastbound delay, while an eastbound train at King's Cross with smoke coming from underneath it at 18.35 suspended the service east of Hyde Park Corner. The train moved off empty to Arnos Grove Sidings at slow speed, enabling services to resume at 19.30. The service never did recover and 15 trains were cancelled for the rest of the evening.

Earlier in the day a derailment of an empty train shunting in Northumberland Park depot resulted in six Victoria Line trains being cancelled for the morning peak. One car (12033) was completely derailed and the train straddled two tracks. On the Jubilee Line, another points problem at West Hampstead at 07.55 (see also 23 June) caused a 20-minute delay to the southbound service. The only other notable event was the closure of Blackfriars LU station from 15.15 to 15.50 because of a fire panel fault.

On **Tuesday 27 June**, an eastbound Piccadilly Line train was unable to depart from Turnpike Lane at 12.15 because of the Train Operator being taken ill and requiring medical attention. A spare Train Operator was sourced from Arnos Grove to take the train on, with services between King's Cross and Cockfosters resuming at 12.45. A person ill on a westbound Hammersmith & City Line train at Baker Street at 13.40 suspended the Hammersmith & City and Circle lines through the area and the Metropolitan Line into the City. To free up the queue of westbound trains approaching Baker Street, one inner rail Circle Line train was diverted into platform 2 and sent empty to Neasden Depot. Services resumed at 14.10 but platform 6 at Baker Street remained closed with trains non-stopping until 14.30.

A defect on points just south of Kennington prevented southbound trains via Charing Cross from running through to Morden for the whole traffic day on **Wednesday 28 June**. The offending points were secured for trains to run via the loop and southbound Morden via Charing Cross trains were diverted via the City. There was no delay to the start of the southbound service. A southbound Bakerloo Line train was unable to move off from Embankment at 18.05 thus suspending the service south of Piccadilly Circus until 18.30. A track circuit failure at Chalfont & Latimer at 18.10 suspended the Metropolitan Line north of Rickmansworth. One train stalled approaching Chalfont & Latimer was authorised to proceed into the station, arriving at 18.50, while a Chiltern Railways train stalled behind was authorised to return wrong line towards Amersham and then across the crossover into the northbound platform. Services to Amersham resumed at 19.00 but the Chesham service remained suspended until 20.45.



At 15.30, an outer rail Central Line train entering service from Hainault Depot was found to have smoke coming from underneath it and on arrival in the platform, a dislodged battery became wedged between the platform, train and track (*Left*). There was some damage to the train and also the platform edge. The train was worked to depot at 18.25 and the outer rail platform remained out of use for the rest of the day because the platform edge had been damaged.

Photo: Martin Johnson

Thursday 29 June was uneventful until 12.35 when a person under a northbound train at Clapham South suspended the Northern Line south of Stockwell until 13.50. A passenger ill on an outer rail Circle Line train at Bayswater caused a 20-minute delay from 16.25.

Wanstead station closed from 20.25 because of escalator defects, reopening at 00.45 in time for the last train, while Cockfosters station closed from 23.40 to 00.20 because of insufficient station lighting.

Friday 30 June was thus:

- Multiple signal failure on the eastbound at West Ham from 05.50 with trains passing through the area under failure conditions until fixed at 06.55.
- Metropolitan Line suspended north of Rickmansworth 05.50 to 06.50 – signalling problems at Amersham. One northbound train was stalled approaching Amersham for the duration.
- At 09.50, an eastbound Central Line train became stalled 'off current' approaching Epping. This initially suspended the service east of Debden but from 10.30 the suspension was widened to be Woodford – Epping. Traction current was discharged so that the passengers could be walked off the train via the track, which was completed by 10.50. Once the offending train had reached Epping station, services resumed at 11.35.
- The inner rail Central Line was suspended between Leytonstone and Hainault from 19.50 to 20.25 because of a person ill on a train at Gants Hill.
- A bridge strike at East Putney at 20.30 suspended the District Line west of Parsons Green until 21.00.

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OPERATIONAL MATTERS

VICTORIA LINE

Readers have asked about how the new 36tph Victoria Line Working Timetable was performing. In short, according to a correspondent, it appears to be working well. He writes – *Many years ago, there were 32 trains for peak service on the Victoria Line, enough for one train to be held in each platform if things went awry – now it's 40. The timetable as such is fine, but when it goes wrong it can be like nothing on earth. For any delay in the peak, the line must come to a stand and there will be eight trains stalled between stations (which eventually have to be moved up, the one in front having to be detrained and moved forward or put into a siding/depot). The signalling system is stable but the track is being hammered (when you leave Walthamstow you are going at 35 mph as you hit the points). The harshest critics are the Train Operators, but they seem to like it when things are going right!*

NIGHT TUBE

Readers have also asked how 'flexible' Night Tube rostering has been for Train Operators. Night Tube Train Operators work a two-night week on their own separate roster. They are, in the case of the Central, Northern and Piccadilly lines, trained on all routes for their line, even though not everywhere on those lines has a Night Tube service. This is because some duties start before those non-Night Tube sections finish and also because of the need to 'divert' in the case of a serious incident. Therefore,

Night Tube Train Operators may also work to Epping and West Ruislip on the Central Line, via the City on the Northern Line and to Heathrow T4, Rayners Lane and Uxbridge on the Piccadilly Line.

But that's where the flexibility ends, with the 'Night Tube' Train Operators being totally separate from daytime Train Operators. Moreover, 'daytime' spare Train Operators cannot work parts of duties for uncovered Night Tube duties and spare Night Tube Train Operators cannot cover for uncovered 'daytime' duties – not even a short part of a duty. It doesn't take too long to realise that such problems will cause trains to be cancelled with the 'wrong' sort of spare Operator being available. At present, the (lack of) staffing issues applies mostly to the Piccadilly Line with daytime services suffering most.

SINGLE LINE WORKING

It is worth noting the complex arrangements for 'locked in' single line working between Hammersmith and Wood Lane – i.e. one train on each line:

- Nine sets of points had to be secured at Hammersmith, each by a clip (under the closed point blade) and 'scotch' (a piece of wood that goes between the open point blade and the running rail).
- The westbound junction home signal at Praed Street Junction westbound towards Hammersmith had to be maintained at danger throughout single line working with the signal lever in Edgware Road signal cabin 'collared' to prevent use.
- Traction current on both lines between Paddington Suburban and Royal Oak switched off.
- The single line working limits were (a) eastbound line from Hammersmith platform 1 fixed red lights to Wood Lane eastbound platform east end, where a handsignalman was located and three detonators placed on the track and (b) westbound line from Hammersmith platform 2 fixed red lights to Wood Lane westbound platform east end, where a handsignalman was located and three detonators placed on the track.
- On the trains, tripcocks to be cut out and trains to be operated in restricted manual mode.
- Correct Side Door Enable (CSDE) equipment non-operational, with emergency door-open procedures followed.
- Assisted dispatch to be given for all wrong road platform departures.
- Trains to be double-manned by Train Operators when working in wrong direction.

So that trains could be changed over at Hammersmith for maintenance, the special arrangements had to be taken out after the close of traffic and reinstated in time for the start of traffic.

It is believed that this has been the first locked-in single line working since the since the planned Stanmore lock-in back in 2005.