

UNDERGROUND DIARY

JUNE 2016

There was nothing untoward to note for **Wednesday 1 June**.

On **Thursday 2 June** a westbound Hammersmith & City Line train was restricted to slow manual at Upton Park at 07.10 causing an initial 20-minute delay. An engineer's train in West Ham loop siding prevented the defective train from being stabled there but with full speed eventually being obtained it was sent empty to Hammersmith depot. An eastbound Jubilee Line train ground to a halt approaching Bermondsey at 08.40 because of an indication of a platform edge door (PED) being open (which it was not, in the event). After an initial 20-minute delay, the train departed but eastbound trains non-stopped Bermondsey until 11.40. On the Piccadilly Line, a signal failure westbound at Hammersmith from 12.50 caused 'severe delays' and resulted in nine cancelled trains until it was fixed at 13.40. Points failing at Baker Street suspended the Metropolitan Line south of Wembley Park from 12.00 with three trains stalled south of Finchley Road. The last in the queue was able to be reversed at Swiss Cottage disused station to return northbound. Services resumed at 13.20.

Insufficient staff caused Turnpike Lane station to close from 06.45 to 07.55 on **Friday 3 June**. Edgware Road C&H station closed from 07.15 because of a fire alarm activated. The station was reopened after 20 minutes but in the meanwhile District Line trains were turned short at High Street Kensington and terminating Circle Line trains were extended to Moorgate. Two signals failing westbound at Westminster from 18.25 caused disruption to the District and Circle Line services throughout the evening, with much late running, blocking back and missed crew reliefs. The Circle Line was also suspended via the District Line side, resuming at 21.00 and in consequence there were knock-on delays to the Hammersmith & City Line. The District Line never did recover as a SPAD Upminster at 21.00 set the service back a further 20 minutes with 'delays' until the end of traffic.

Saturday 4 June offered no excursions from the norm.

On **Sunday 5 June** insufficient staffing levels kept King's Cross, Turnpike Lane and Paddington (District and Circle Line) stations closed at the start of traffic, opening for business at 07.35, 07.55 and 09.50 respectively. A track defect on the westbound approach to Hammersmith, discovered at 13.15, set the Piccadilly Line into 'delays' mode during the afternoon with eight trains cancelled in consequence¹ and westbound trains worked via the loop until 16.35 while the defect was rectified.

Apart from the late opening of Mansion House (05.50) because of insufficient staff, **Monday 6 June** was uneventful until the evening. Russell Square station closed from 19.15 to 20.35 because of lift defects. The Jubilee Line was suspended north of West Hampstead from 22.05 until 22.35 because of a passenger altercation on a southbound train at Willesden Green with one southbound train stalled approaching Willesden Green for the duration. Just after midnight, an eastbound train stalled entering Cockfosters depot from the west (Oakwood) end, bringing what remained of the eastbound service to a stand effectively until the end of traffic. Apart from two trains stalled between Southgate and Oakwood for the duration, all other trains were held in platforms. The offending train reached depot at 01.15 enabling the remaining eastbound trains to proceed to depot.

The Bakerloo Line north of Stonebridge Park had a 30-minute late start on **Tuesday 7 June** because of incomplete overnight track work at Kenton. Also at the start of traffic, Bethnal Green station was unable to open until 06.10 because of insufficient staff. Points failing at Watford South Junction caused an initial 30-minute delay from 10.40. Thereafter and until fixed at 14.20, a segregated service operated – Amersham and Chesham trains via the 'main' lines and Watford trains via their normal 'local' lines. What was thought to have been a lightning strike caused two signals to fail at Dagenham East from 15.40. Trains worked through under failure conditions but a blown fuse was swiftly replaced enabling clear signals in time for the build-up to the evening peak. Flash flooding resulted in eastbound District Line trains non-stopping Upminster Bridge from 16.20 for an hour. The day ended with a signal failure at Brixton, suspending the Victoria Line south of Victoria from 22.00 to 22.50.

On **Wednesday 8 June**, a Network Rail points failure at Stonebridge Park from 13.30 suspended the Bakerloo Line north of Queen's Park. One stalled northbound Bakerloo Line train reached Stonebridge Park at 14.10. The fault proved difficult to find but in the end a section of cable had to be replaced. In the meantime, with points secured at Stonebridge Park, a limited LU service was provided between

¹ The number of cancelled trains was due to the fact that trains had to be routed via the siding manually rather than in programme machine working, taking more time than normal to traverse the section.

Harrow and Kilburn High Road from 16.20 with a separate service Queen's Park – Elephant & Castle. It wasn't until 19.50 that clear signals were obtained and the normal pattern of operation reinstated. The incident cost 12 cancelled trains in the evening peak.



The main events, however, were all weather related with heavy rain and storms occurring during the afternoon, summarised as follows: Because of flooding and water ingress issues, Kentish Town station closed from 14.45 to 15.30, Covent Garden (closed to incoming passengers) from 15.05 to 16.00 and North Harrow (Left) from 17.00 to 22.30, this view looking towards Rayners Lane.

It was at Rayners Lane, however, that was also affected by flooding, not in the station but on the track, which suspended the Metropolitan

and Piccadilly lines, between Harrow and Uxbridge and west of South Harrow respectively. Two eastbound trains were stalled between Eastcote and Rayners Lane, the first (Piccadilly Line) reaching the station at 18.05 and the second (Metropolitan Line) at 18.20. Once the water had subsided and clear signals obtained, services resumed at 18.50.

Thursday 9 June was as follows:

- SSR services suspended through Liverpool Street 11.50 to 12.30 – track fire eastbound. In consequence of train congestion at Edgware Road, District Line trains turned short at High Street Kensington from 12.30 until 13.00.
- Marble Arch station closed 16.40 to 17.10 – escalator power supply problems.
- Edgware branch of the Northern Line suspended 17.40 to 18.50 – train gapped off current departing Golders Green depot. Two 'unusual' station part-closures for crowd control and thus exit only were Belsize Park (18.00 to 18.40) and Kennington (18.35 to 19.25).
- Metropolitan Line suspended south of Wembley Park 20.15 to 21.10 – signal failure at Neasden.

The main event on **Friday 10 June** was the suspension of all SSR services through Edgware Road from 16.05 because of a track circuit failure at Praed Street Junction, with services resuming at 17.35 (C&H) and 17.50 (District Line). A further suspension took place from 20.20 to 21.10 (District Line east of High Street Kensington until 21.40) and in consequence some eight C&H trains remained cancelled for the rest of the day.

On **Saturday 11 June**, Goodge Street station closed from 08.00 because of insufficient staff, reopening at 09.05. The District Line's Olympia service was suspended from 12.55 to 17.10 because of a signal track circuit failure on the single line. During the afternoon, six trains were cancelled on the Piccadilly Line because of a signal failure at Covent Garden.

The only 'notable' on **Sunday 12 June** was the closure of Upminster Bridge station from 21.50 to 22.45 because of flooding.

Monday 13 June was as follows:

- Old Street station closed from 06.15 – cable smouldering cable on Great Northern side. The LU part of the station reopened at 06.55 but the GN part remained closed until 09.40. However, the GN side was closed again (and their service suspended) from 10.30 to 12.30 while repairs were undertaken.
- District Line suspended west of Parsons Green 11.25 to 14.15 – Network Rail track defect at East Putney.
- 20-minute delay Baker Street northbound Bakerloo Line from 13.35 – train tripped on tripcock tester.

- Jubilee Line suspended Finchley Road – Waterloo 15.20 to 16.10 – person under a southbound train at Bond Street. One train was stalled approaching Bond Street for the duration. A total of 17 trains were cancelled for the evening peak.

Apart from the closure of Russell Square station from 10.45 to 11.30 because of a fire alarm activated, **Tuesday 14 June** was uneventful.

Wednesday 15 June was thus:

- 25-minute late start to westbound Central Line between Leytonstone and White City – signal track circuit failure at Liverpool Street prior to start of traffic.
- A points failure at Rayners Lane from 05.50 suspended the Metropolitan Line's Uxbridge branch and the Piccadilly Line west of South Harrow. With points secured, the Metropolitan Line resumed at 06.45 and the Piccadilly Line at 07.25.
- Points failing at Morden from 06.30 initially resulted in an initial 25-minute delay following which two platforms were available until the end of the morning peak. A 30-minute suspension then took place from 10.25 to 10.55 to enable repairs to take place.
- Central Line suspended Marble Arch – Woodford and Newbury Park from 13.40 to 15.15 – person under an eastbound train at Leyton. One train stalled approaching Leyton was authorised to return to Stratford by 14.20. A total of 20 trains were cancelled in consequence.
- A multiple signal failure between Plaistow and West Ham caused 'severe delays' from 15.40, which took until 19.00 to rectify. A total of 20 District and 12 C&H trains were cancelled, with 10 and 8 respectively until the end of traffic.
- A SPAD at White City at 17.45 resulted in trains being trapped in White City Sidings (taken out of service as a result of the Leyton incident and thus unable to re-enter service) with other White City stabling trains being taken out of service at Hainault and Ruislip. In consequence of the reduced service a shuttle was implemented between North Acton and Ealing Broadway from 22.30 until the close of traffic.

On **Thursday 16 June**, a signal track circuit failure at Queensway from 08.40 resulted in a reduced service and 12 cancelled trains, culminating in a suspension between Marble Arch and White City from 09.45 to 10.20. At the end of the evening peak a FGW train derailed at Paddington main line as a result of a SPAD, damaging overhead line structures and bringing down overhead wires. All main line services were suspended which had a serious effect on LU at Ealing Broadway. Because of crowding problems there, westbound District Line trains ran empty from Acton Town to Ealing Broadway from 20.00 until the situation eased at 20.40. Flooding in the underpass between Harlesden and Willesden Junction resulted in a Network Rail signal failure from 22.40. A reduced Bakerloo Line service operated north of Queen's Park in consequence with those trains actually running passing through the area under failure conditions until the end of traffic.

Fulham Broadway station remaining closed until 05.45 and Brent Cross until 06.05, both because of staffing issues, kicked off proceedings on **Friday 17 June**. A Network Rail signal failure at Wimbledon from 09.10 caused a 20-minute initial delay and restricted platform working to two, with a reduced service west of Parsons Green until fixed at 10.50. Two signals failing on the eastbound at Farringdon from 14.35 caused a 25-minute initial delay while the incident train passed through the area. The failure cleared after the first train but not before a southbound Metropolitan Line train in platform 3 at Baker Street² had to be shunted to the eastbound line to reverse back northbound. Lift defects at Caledonian Road resulted in the station closing from 18.15 to 19.20. A fire alarm activated at Hillingdon saw the station close from 22.25 to 22.55.

The Central Line between Hainault and Woodford was suspended for 35 minutes from 18.00 on **Saturday 18 June** because of vandalism from trackside near Grange Hill. The southbound City branch of the Northern Line was suspended from 20.30 because of a southbound train stalled at Angel with an air burst. Services resumed at 21.15.

On **Sunday 19 June**, late opening stations because of staffing issues included Edgware Road (Bakerloo) and Maida Vale, both opening at 07.30. Borough station closed from 09.20 to 10.20 because of lift defects. A multiple signal failure at Heathrow T123 suspended the Piccadilly Line west of Hatton Cross from 11.35. Four trains were stalled between stations:

² It used to be possible to reverse south to north in platform 3 at Baker Street but with the extension of the platforms for S8 trains, this facility was abolished from 3 July 2010.

- One approaching PiccEx Junction³ from T4 and another behind. The second in the queue returned to T4 by 12.05, the first returning some 20 minutes later.
- One approaching PiccEx Junction from T5. Returned to T5 by 12.25.
- One between Hatton Cross and T123 which reached the latter at 12.45.

Services resumed at 13.00. The Central Line was suspended between Liverpool Street and Marble Arch from 20.15 to 21.20 because of a person under a westbound train at Holborn. The service never did fully recover with cancellations through to the end of traffic.

Monday 20 June began with a signal failure just north of Baker Street which began at 09.30. The delays and blocking back of northbound Metropolitan Line trains impacted on the Circle and Hammersmith & City lines during the extended failure period. In the event, a positive earth caused the Metropolitan Line to be suspended south of Wembley Park from 12.55 to 13.30 with ten trains cancelled during the afternoon. Having recovered well from a Network Rail signal failure at Kensal Green around midday, the Bakerloo Line had to be suspended north of Stonebridge Park from 16.25 to 17.50 because of two (NR) signals failing at South Kenton, with five trains cancelled in consequence. Wembley Central closed from 00.05 until the end of traffic – fire alarm activated.

Points failing at Lambeth North suspended the Bakerloo Line south of Piccadilly Circus from 07.00 to 07.35 on **Tuesday 21 June**. A northbound Metropolitan Line train was unable to depart from Baker Street at 10.00 because of being ‘back tripped’ and then being unable to move forward. The Metropolitan Line was suspended south of Wembley Park and the Circle and H&C through the central area. Two trains were stalled between stations, one for 20 minutes, the other for 30 minutes. Once movement had been obtained, the defective train was sent back into the City at 10.40 to stable in the bay platforms at Moorgate, only to stall again east of Barbican at 10.55, setting services back for a further 20 minutes.

Apart from a short-lived signal failure on the Piccadilly Line eastbound at Leicester Square from 07.10 (with seven trains cancelled as a result), **Wednesday 22 June** was uneventful until the afternoon. A Network Rail signal track circuit failure at Stonebridge Park suspended the Bakerloo Line north of Queen’s Park from 16.00 and through to late-evening. The last three northbound trains to Harrow worked through under failure conditions. Defective public address required Bank station to close from 18.25 with the Waterloo & City Line suspended in consequence until 19.10.

Thursday 23 June will be remembered for the heavy rain and storms. Along with the main line railways and road transport being badly affected, the London Underground didn’t escape either. The situation may be summarised as follows, generally on a line-by-line basis, except where more than one line was involved. All incidents weather related unless noted otherwise.

BAKERLOO LINE

- Lambeth North station closed from start until 15.05 and again 16.50 to 18.25 – flooding.
- A multiple signal failure at Embankment from 08.45 set the line into ‘severe delay’ status until clear at 10.10 with eight trains cancelled for the morning peak. This was suggested as being related to Embankment station’s flooding problems.
- Signal track circuit failure north of Stonebridge Park from 10.55 with a reduced service to Harrow & Wealdstone in consequence until 14.15. The problem repeated itself from 16.15 – suspended north of Stonebridge Park (but north of Queen’s Park from 17.00 to 17.40) until 18.55.

DISTRICT LINE

- Monument station closed from start – flooding. Eastbound platform opened at 06.45 but the westbound platform remained closed until 12.50.
- Upminster Bridge station closed from start until 07.05 and again from 18.40 to 19.15 – flooding.
- Embankment station closed from start until 10.30 – flooding, including some escalator areas.
- Service suspended west of Parsons Green from start until 12.10 and then again from 17.00 – track flooded at Wimbledon Park, at one time up to rail level. (See also South Kensington, below).
- Signal track circuit failures at Westminster and St. James’s Park from 05.50. Circle Line suspended, and District Line much reduced in consequence, trains passing through under failure conditions. The Circle Line resumed at 11.00. The problem reoccurred again in the evening following more heavy rain but merged with the problems at South Kensington (see below).

³ PiccEx Junction [Piccadilly Extension Junction] is where the eastbound line from Heathrow Terminal 5 and single line from Heathrow Terminal 4 converge west of Heathrow T123.

- Westbound platform at Blackfriars LU station closed 16.50 to 18.15 – flooding.
- Mansion House closed to eastbound trains from 17.20 because of the collapse of part of the ceiling at the west end of the eastbound platform. The station was closed completely from 18.35 until the end of traffic.
- Signal failure caused by flooding South Kensington – Gloucester Road from 18.30⁴. Service suspended Whitechapel – Earl’s Court but west of Whitechapel totally from 19.30. Services resumed Whitechapel – Earl’s Court at 20.20, Earl’s Court – Ealing Broadway at 21.05, with the Richmond and Wimbledon branches following at 21.35 and the Circle Line at 22.00.

As a result of the service disruption, 25 trains were cancelled in the morning peak and 16 in the evening peak.

METROPOLITAN AND CIRCLE & HAMMERSMITH LINES

Signalling problems at Liverpool Street from start. The Metropolitan Line into the City and Circle Line was suspended with Hammersmith & City Line trains working through under failure conditions from 06.20. The Circle Line resumed from 08.00 but the Metropolitan Line remained suspended until 15.40, only to be suspended again from 16.50 until the end of traffic. There had also been further signalling problems at Liverpool Street, at Marlborough Road intermittently from 10.00, and also at Barbican from 12.25. See also below for further disruption details.



Ruislip Manor station closed from 18.05 because of a flooded booking hall. This view (*Left*) looks down at the station with road vehicles partly submerged under water.

Photo: Louise Nicholson

However, the Metropolitan and Piccadilly lines were suspended on the Uxbridge branch from 18.20 because of flooding – water was reported over track level at Eastcote, the Ruislip Siding area and at Ickenham. Services resumed at 23.15 but Ruislip Manor station remained closed until the end of traffic.

The ‘main line’ north of Harrow was in trouble as well, with a signal failure at Northwood from 18.10 and then a tree across the track north of Northwood from 19.10. Services were suspended between Harrow-on-the-Hill and Rickmansworth with a shuttle service implemented from Amersham and Chesham to Watford via the North Curve. As a result of the track obstruction, there were three stalled trains. One on the northbound approach to Northwood returned to Northwood Hills by 19.55 while one stalled north of Northwood was returned

to the station by 2005. The third train was a Down Chiltern stuck approaching the fallen tree. This was returned all the way to Harrow-on-the-Hill but only after the pointwork at Harrow North Junction had

⁴ One westbound D Stock train at the start of the failure was routed to High Street Kensington and this became ‘wrong way round’. Formed 7034+7115 the train was in service wrong way round the following morning but was turned the right way round when working the 14.14 ex-Richmond, via High Street Kensington platform 2 at 14.40 and thence to Gloucester Road and Upminster.

been secured for the wrong direction move, arriving at 21.20. Services eventually resumed at midnight (but never did to the City – q.v.). The number of Metropolitan Line trains cancelled varied during the day but at 21.00, apart from the north-end shuttle, there were just six trains running between Baker Street and Harrow-on-the-Hill.

PICCADILLY LINE

Although there were no morning weather-related issues, late running and crewing problems late-morning caused some blocking back in the Acton Town area. A signal failure on the eastbound between Russell Square and King's Cross, and the suspension of the Uxbridge branch (see also Metropolitan Line below), nine trains were cancelled in the evening as a result of both incidents.

NORTHERN LINE

There were no notable operational problems because of the weather, but three stations were closed for flooding at various times. Tooting Broadway from start until 09.25, Borough from start until 06.05 and again from 07.25 to 10.30. Balham closed from 06.45, reopening at 15.55 (northbound) and 16.20 (southbound).

CENTRAL AND WATERLOO & CITY LINES

- Bank station remained closed until 05.55 – this one was for insufficient staff!
- A signal failure on the westbound caused by flooding at Stratford from 07.20 resulted in 18 trains cancelled for the morning peak. The reduced number of trains worked through under failure conditions until clear at 08.05.
- The Bank-Monument station complex closed at 17.40 because of a fire alarm defect with the Waterloo & City Line suspended in consequence. Much of the station was able to reopen at 18.40, except for the Waterloo & City Line side, which reopened (and services resuming) at 21.25.

JUBILEE LINE

Flooding at Canning Town kept the station closed from the start of traffic, reopening at 11.15 for exit only and at 15.55 for entry.

The Victoria Line escaped the weather problems, but Victoria and Oxford Circus stations had to close for short periods for crowd prevention as a result of service deficiencies on some other lines.

Most of the problems associated with the previous day's floods were resolved in time for the start of traffic on **Friday 24 June**, apart from Ruislip Manor station remaining closed until 06.15 and a signal failure in the vicinity of Lords disused station at the start of the morning peak. The rest of the day belonged to the Jubilee Line which began at 07.20 with a loss of signalling control between West Ham and Stratford because of a power supply fault. Services were suspended east of North Greenwich with two stalled trains reaching platforms in 20-25 minutes. Services resumed at 08.35. A repeat of the same problem at 19.55 had the same service implications with one train stalled approaching Stratford for 25 minutes. Services resumed at 21.05 only to be suspended again from 21.55 (this time east of Canary Wharf) but with five trains stalled between stations, the last one to reach a platform being at 22.35. The service resumed once again at midnight, just in time for (late) last trains.

Saturday 25 June was as follows:

- The eastbound Central Line was 20 minutes late starting up because of a missing overnight worker in the Queensway area.
- 20-minute eastbound delay on the Jubilee Line at Westminster from 18.45 – platform edge door defect. Eastbound trains then non-stopped Westminster until 20.05.
- Further heavy rain and a defect in the platform canopy required Upminster Bridge station to close from 19.50 to 21.10 and then again from 21.40 until the end of traffic.
- Liverpool Street LU station closed 20.45 to 21.25 – fire alert caused by hooliganism in main line station.
- A person trackside at Kensington Olympia delayed the shuttle service for 30 minutes from 22.55.
- The last two eastbound Central Line trains were delayed for 25 minutes in platforms because of a passenger skirmish on a train at Mile End.

On **Sunday 26 June** there were three station closures. First was Moorgate from 11.55 to 12.30 because of what was thought to be a suspicious car close to the station, followed by a fire alarm activated at Stanmore (closed 18.10 to 18.35, with trains running empty between Canons Park and

Stanmore) and then Hounslow Central from 21.10 to 21.35 because of a passenger taken ill in the ticket hall

There was nothing to note for **Monday 27 June**.

Embankment station closed from 07.10 to 07.45 on **Tuesday 28 June** because of a fire alarm activated which was followed by Caledonian Road station closing from 07.20 to 08.50 because of lift defects. It was then the turn of Baker Street station to close from 09.50 because of a local power failure, reopening at 10.20. Points failing at Aldgate East then suspended the District Line between Earl's Court and Whitechapel, the inner rail Circle Line and the Hammersmith & City Line east of Moorgate, all from 14.20. Two trains were stalled between stations, one on the Aldgate South Curve until 15.10 and one at Minories Junction, which was returned to Tower Hill by 14.40. The District and Circle lines resumed at 15.15 but with the service held for further investigations from 16.00 to 16.15 and then from 18.30 to 18.55 for repairs to be effected, the Hammersmith & City Line east of Moorgate remained suspended until 19.10 with a number of cancellations remaining well into the late evening.

Wednesday 29 June was one of calm and tranquillity with no excursions from the norm.

On **Thursday 30 June** Lancaster Gate station remained closed until 06.10 because of insufficient staff, while Baker Street station closed from 13.15 to 14.00 because of a defect on the fire alarm system.