

UNDERGROUND DIARY

SEPTEMBER 2016

The first item of note on **Thursday 1 September** was a late start to the westbound Piccadilly Line from Cockfosters because of unfinished work on points at Arnos Grove with the first train some 25 minutes late. This was then followed by a loss of train communications equipment in the Bond Street area on the Jubilee Line. Therefore, the number of trains through the area was required to be reduced and in consequence eight trains were cancelled for the morning peak. At 12.40, points failing at Rayners Lane Junction suspended the Metropolitan and Piccadilly lines to Uxbridge. One westbound Piccadilly Line train was stalled on the approach to Rayners Lane from 12.50¹ which was returned to South Harrow. After repairs, services resumed at 14.30. An unattended item on eastbound Central Line train at Leyton at 18.00 caused a 20-minute delay while it was dealt with.

On **Friday 2 September** a northbound Metropolitan Line train became 'gapped' off current at Harrow South Junction at 09.20, suspending the service north of Wembley Park. Four trains were stalled between stations, the incident train, another behind, one approaching Northwick Park and another approaching Preston Road. The train at Preston Road reached the platform at 10.30 but others were 'stuck' for the duration, with the incident train arriving in the platform at Harrow-on-the-Hill at 10.30. Services then resumed, by which time 15 trains had been cancelled. The Central Line was suspended North Acton – West Ruislip from 11.05 because of a points failure at North Acton Junction. The Ealing Broadway service was able to continue without serious delay but one train stalled approaching North Acton Junction from the Ruislip branch was returned to Hanger Lane, arriving at 11.50. Service resumed at 13.20. While this was going on, a train being taken out of service stalled entering Loughton Sidings at 12.00, being 'gapped' off current, suspending the Central Line east of Woodford until 13.20. Earl's Court station closed at 13.50 because of a fire in the staff canteen. The Earl's Court Road entrance reopened at 14.30 and the Warwick Road end at 15.15.

Bayswater station remained closed until 05.35 on **Saturday 3 September** because of insufficient staff. A loss of signalling control at Hainault suspended the Central Line between Newbury Park and Woodford from 14.30 to 15.15. Points failing at Aldgate at 21.25 suspended the Metropolitan Line into the City, the outer rail Circle Line and the Hammersmith & City Line east of Moorgate. Services resumed at 22.25. A problem with the platform edge doors on the eastbound at Bermondsey at 23.15 brought the eastbound Jubilee Line to a stand and resulted in the station being closed. The incident train departed in restricted manual at 23.45 but the train stalled to the rear then had to proceed onwards to Canada Water, arriving just before midnight. The westbound platform at Bermondsey reopened at 00.05 but the eastbound platform remained closed until the end of traffic.

The District and Piccadilly lines had a late start on **Sunday 4 September** because of a loss of signalling control at Ealing Common, both lines starting up through the area at 07.30. Points failing at Harrow South Junction suspended the Metropolitan Line south of Harrow-on-the-Hill from 08.45. The traffic jam of Metropolitan Line trains on the Uxbridge branch also required the suspension of the Piccadilly Line west of Rayners Lane with services resuming at 09.50. Points failing at Aldgate North Junction from 14.35 suspended the outer rail Circle Line, the Hammersmith & City Line east of Moorgate and the Metropolitan Line service into the City. Except for the Metropolitan Line, services resumed at 15.15. The Metropolitan Line followed suit at 16.35 as far as Moorgate and remained suspended to Aldgate for the rest of the day.

The Wimbledon branch of the District Line was suspended from the start of traffic until 05.50 on **Monday 5 September** because of points failing at Parsons Green. There was also a 25-minute late start eastbound through Barking because of a signal failure, while Earl's Court station was unable to open until 05.30 because of insufficient staff. Flooding from outside the station resulted in eastbound

¹ Your reporter was on the Piccadilly Line train that was 'stuck' on the approach to Rayners Lane. The driver kept passengers well informed and after a short while said that we were returning to South Harrow on the 'wrong' (westbound) line. In accordance with the procedures, the driver proceeded at the appropriate speed and sounded 'pop' whistles on the way, which is what is required when working in the wrong direction. Arrival back at South Harrow was just after 13.20, with none of the passengers any the worse for wear. There was nobody at South Harrow to meet passengers, nor was any water offered (not that it was really needed, although it was a hot day). Of more concern was that with the service already suspended for some 35 minutes, the westbound platform at South Harrow was full of westbound passengers – it appeared nobody thought to tell them there was no service (and in the event wouldn't be for over another hour). So, an accolade for the train driver but a brickbat for present station services, or 'fit for the future – stations' that we keep hearing about

trains non-stopping Blackfriars from 11.25 for an hour. Further lift defects saw Caledonian Road station closing from 14.05 to 16.25.

On **Tuesday 6 September** the Bakerloo Line was suspended north of Stonebridge Park from 11.45 until 12.50 because of a Bakerloo Line train with smoke issuing from underneath it in the southbound platform at Harrow & Wealdstone. The eastbound Central Line was delayed for 20 minutes from 18.05 at St. Paul's because of a train with doors failing to close.

Wednesday 7 September was uneventful until a northbound Jubilee Line train stalled at Neasden at 12.20, suspending the service between Willesden Green and Wembley Park. The offending train later moved off in restricted manual to Wembley Park and thence to Neasden depot, enabling services to resume at 13.10. One train was stalled on the approach to Neasden until 12.50. A southbound train was unable to move off from Oval at 21.30, suspending the Northern Line south of Kennington. Once able to move in restricted manual it was reversed at Stockwell and sent to Kennington where it was reversed back into the siding. Services resumed at 22.10.

On **Thursday 8 September**, points failing at Epping suspended the Central Line east of Debden from 07.20. One train stalled approaching Epping returned to Theydon Bois, arriving at 07.50. Services resumed at 08.10. No sooner was service recovery under way than a person under an eastbound train at Tottenham Court Road at 08.30 suspended the service again, between Marble Arch and Liverpool Street. The Northern Line non-stopped until 09.00 but the Central Line remained suspended until 09.50, when the remainder of the station reopened. A defective block joint, which caused a signal failure on the westbound at Ladbroke Grove, set the C&H into 'severe delays' mode from 11.55 and continued until late into the afternoon with ten trains cancelled as a result. The blocking back of trains also delayed the Metropolitan Line into the City for a time.

Friday 9 September belonged to the Bakerloo Line for much of the day, but on Network Rail territory. Beginning at 11.00, a signal failure on the southbound (Up) at Stonebridge Park and service 'delays' of varying degrees, culminated in a suspension north of Queen's Park from 12.40 to 16.40. Before the service had recovered, two signals failing on the southbound at Kensal Green from 19.35 initially resulted in a three-train shuttle north of Queen's Park later turning into a suspension right through to the close of traffic.

Saturday 10 September was thus:

- Bakerloo Line suspended north of Stonebridge Park 08.20 to 10.20 – Bakerloo Line train stalled entering the siding at Harrow & Wealdstone. One London Overground train stalled approaching Harrow was returned to Kenton, after the Bakerloo Line train being held there was moved back so the LO train could reach the north end of the platform and detrain.
- Metropolitan Line service suspended south of Harrow-on-the-Hill 10.25 to 11.15 – signal track circuit failure at Harrow South Junction.
- Manor House station closed 13.30 to 15.05 – escalator defects.
- District and Piccadilly lines suspended through Acton Town from 16.50 – loss of signalling control. Two stalled trains (one approaching North Ealing, the other approaching Ealing Common) reached platforms by 17.30. Services resumed at 18.35 with trains to and from Heathrow using the fast lines with District and Rayners Lane branch trains using the local lines. As a result, a special service had to be introduced, the upshot being that one third of the Piccadilly Line service was cancelled in the early evening, with nearly half at 21.00 and for the rest of the day. A repeat failure suspended services once again from 23.05 to 23.55.

On **Sunday 11 September**, Heathrow Terminal 5 station closed from 09.40 to 10.10 because of a fire alarm activated (with trains running empty between T2,3 and T5). Another fire alarm activated caused Canada Water station to close from 10.25 to 11.00. The Richmond branch of the District Line had a 25-minute stand from 14.05 because of a Network Rail signal failure at the terminus. Two trains were stalled between stations for the duration. 'Passenger action' on a westbound train at Wood Green caused an initial 10-minute delay from 14.25 but further problems at Manor House from 15.05 suspended the service between Arnos Grove and King's Cross until 15.35. The Piccadilly Line, still trying to recover from earlier problems (q.v.), was further disrupted from 17.00 with points failing at Rayners Lane. The service was suspended west of South Harrow (again! – see also 1 September) and the Metropolitan Line from Harrow-on-the-Hill to Uxbridge. The siding points at Rayners Lane were secured for through services, with the Metropolitan Line resuming at 18.25. The Piccadilly Line resumed at 19.00 to Uxbridge (albeit erratically for much of the evening because of this and the earlier

problems and with ten trains cancelled) but with Rayners Lane trains being turned short at South Harrow until very late in the evening. Another train stalled entering the siding at Harrow & Wealdstone at 22.50, suspending the Bakerloo Line north of Stonebridge Park until 23.30.



Also during the day, an obstruction on the track at Willesden Junction caused delays to the Bakerloo Line and resulted in some short workings, one such being seen southbound at Piccadilly Circus (Above), to be short-tripped into London Road depot. In fact, detraining at Waterloo and reversing in London Road Depot doesn't save any time, so it is assumed that it went into the depot to layover for its next northbound trip. DM 3299 from the hybrid unit leads.

Both photos: George Odlum

Monday 12 September was as follows:

- A signal failure at Stonebridge Park on Network Rail metals resulted in four cancellations on the Bakerloo Line in the morning peak.
- Seven trains cancelled in the morning peak on the Central Line – stock defects.
- Signal failure westbound at Moorgate from 07.30 – Metropolitan Line suspended into the City, C&H trains worked through under failure conditions but with a reduced service. Six Metropolitan and six C&H trains cancelled for the morning peak. With clear signals at 08.30 the Metropolitan Line resumed to the City at 09.00 after the backlog of C&H trains had been cleared.
- District Line suspended east of High Street Kensington 15.50 to 16.40 – signal failure at Edgware Road affecting platform 4. Westbound C&H trains ran through platform 3, hence the suspension of the District Line.
- 25-minute delay at Woodford from 17.55 – westbound train with broken Train Operator's key in the cab. Two trains were stalled to the rear throughout.

On **Tuesday 13 September** the Piccadilly Line had a 30-minute late start through the central area because of missing overnight track workers. A burst water main in Wood Lane caused the eastbound Central Line to be suspended between White City and Marble Arch from 13.10. The water was reported as cascading onto the track by the eastbound tunnel portal. By 14.05 it was deemed safe to resume the service after confirmation by the Thames Water staff on site. The Central Line was in further difficulties later when an eastbound train at Marble Arch was found to have smoke coming from underneath it at 18.00, suspending the service between White City and Liverpool Street until 18.35. The incident and gaps in the service resulted in four stations along the line of route having to close for periods of time to prevent overcrowding – Bond Street, Oxford Circus, Holborn and Mile End.

The only notable event on **Wednesday 14 September** was a passenger ill on a southbound Metropolitan Line train at Wembley Park at 09.20. It wasn't possible to move the person without professional medical attention so southbound 'local' trains ran instead via the southbound 'fast', with Northwick Park and Preston Road having no southbound service until 10.10, when the train was moved to depot.

On **Thursday 15 September** the District and Piccadilly lines had a 30-minute late start through Acton Town because of a loss of signalling control, resulting in 13 Piccadilly Line trains being cancelled at the start of the peak with a gap on the eastbound service being noted between Earl's Court and Finsbury Park. A wrong signal accepted west of Acton Town at 08.25 by a westbound District Line train suspended the service between Turnham Green and Ealing Broadway for 45 minutes while the train was set back behind the signal. A further wrong signal accepted at the same location at 10.15 saw this District Line train diverted to Northfields (and yet another one at 20.05 with the District Line train diverted to Northfields). There were no lift and escalators in service at Canning Town from 11.00 to 11.25 because of no qualified staff – the station remained open. A problem with a trainstop on the eastbound Piccadilly Line approach to Hammersmith at 16.00 resulted in one diverted (via the eastbound local line) Piccadilly Line train having to be piloted from Hammersmith to High Street Kensington and back, as it couldn't regain its rightful line. Six trains were cancelled after a 20-minute delay. The storms around London following the hot weather only affected Ruislip Manor station, which closed because of flooding from 16.50 to 21.10. The strike by C&H Train Operators from 21.00 began to take effect mid-evening with 13 trains cancelled by midnight and no service on either line after 00.15.

Friday 16 September offered the following:

- Strike action continued on the Hammersmith & City and Circle lines with a maximum of 12 trains operating throughout most of the day. Service provided between Hammersmith and Moorgate.
- Mile End station opened late at 05.45 – insufficient staff, while Manor House and Turnpike Lane stations remained closed until 06.20 and 06.30 respectively because of flooding.
- Jubilee Line suspended east of North Greenwich from 06.35 – points failing between West Ham and Stratford (which began at 06.15). Services resumed at 07.25 with 16 trains cancelled for the morning peak.
- Loss of signal control between Harrow and Watford from 08.25. Initially a reduced service north of Stonebridge Park but suspended north of Queen's Park from 13.45 to 17.45. Seven trains cancelled for the evening peak.
- Signal failure Acton Town eastbound 'fast' (Piccadilly Line) from 10.25. Trains diverted via the District Line but two trains stalled between South Ealing and Acton Town for 25 minutes.
- Multiple signal failure eastbound Ickenham – Ruislip Siding from 23.15. A very limited service operated through the area until clear signals at 00.20.

The only notable event on **Saturday 17 September** was a person under a northbound Victoria Line train at Warren Street at 12.40. The whole line was suspended with trains being held in platforms until clear at 13.10.

The Jubilee Line had a 35-minute late start from Stanmore on **Sunday 18 September** because of a loss of signalling control at Stanmore and another 30-minute delay there from 09.05 when a train stalled departing the sidings. It was worked back into the sidings by 09.40 having cleared 'the main' shortly before. Defects with the one remaining lift at Caledonian Road necessitated the station's closure from 08.40 to 10.25. The Jubilee Line was suspended between Waterloo and Finchley Road from 16.05 when a northbound train stalled between Bond Street and Baker Street. Having arrived at Baker Street at 16.25 to detrain, it then moved in restricted manual mode to West Hampstead siding, enabling services to resume at 17.25 – 17 trains were cancelled in consequence. One train was stalled to the

rear for 30 minutes. A person ill on a southbound Victoria Line train at King's Cross at 22.30 caused a 25-minute suspension between Seven Sisters and Warren Street.

The morning of **Monday 19 September** was uneventful, apart from seven trains cancelled on the Central Line in the morning peak for a lack of serviceable trains. At 13.05 the Central Line was suspended between Leytonstone and Liverpool Street because of a person 'struck by a train' at Bethnal Green. Services resumed at 13.45. Then at 13.50, a signal failure at Waterloo suspended the Waterloo & City Line until 14.35.

A defective Jubilee Line train stalled at Wembley Park northbound at 08.20 on **Tuesday 20 September**, suspending the service north of Willesden Green and trapping three trains between Neasden and Wembley Park. (The train had been previously taken out of service at Willesden Green at 06.50). Once movement had been gained, it proceeded in restricted manual to Stanmore sidings, arriving at 09.30. Services resumed as far as Wembley Park at 09.10 and through to Stanmore at 09.35. A loss of signalling control at Golders Green at 19.30 suspended the Edgware branch of the Northern Line until 21.50. One train was stalled approaching Golders Green, which was authorised to return to Hampstead, arriving at 19.55.

Continuing stock shortages on the Central Line resulted in nine trains cancelled for the morning peak on **Wednesday 21 September**, along with a handful throughout the day and six for the evening peak. A westbound train was unable to depart from Oakwood at 09.50, suspending the service east thereof, although a restricted service operated east of Arnos Grove because of only one platform available to reverse at Oakwood. The defective train was reversed back into Cockfosters depot, enabling services to resume at 10.20. Two trains were stalled east of Oakwood for the duration.

The Uxbridge branch of the Metropolitan Line had a 30-minute late start on **Thursday 22 September** because of a late finish to overnight work on points at Uxbridge. The day was then uneventful until 18.40 when an intermittent signal failure on the southbound south of Piccadilly Circus began delaying Bakerloo Line services. The final all clear was at 21.30 by which time eight trains had been cancelled. The northbound platform at Totteridge closed from 00.15 until the end of traffic because of unsafe platform canopy supports.

On **Friday 23 September**, a Northern Line train at Mill Hill East was unable to depart at 13.30, suspending the shuttle service until 14.45. Right at the close of traffic the last westbound Piccadilly Line train to Heathrow was signalled into the wrong platform at Acton Town at 00.55, which was accepted. Unfortunately, overnight work had already begun in advance of the train and thus all staff had to be located and accounted for. In the end, the trip to Heathrow was cancelled and the Piccadilly Line train diverted to Ealing Broadway in consequence. One westbound District Line train was stalled between Chiswick Park and Acton Town for 40 minutes

Staffing issues at Finsbury Park required the station to close from 07.00 to 08.05 on **Saturday 24 September**. A signal failure westbound at Plaistow from 11.25 suspended the District Line east of Tower Hill, although a limited eastbound service continued for a short period. (Signalling problems also at Whitechapel prevented trains from reversing there for a while). With the Circle Line operating between Edgware Road and Barking via the District Line because of weekend engineering work, this service too was suspended. Two train were stalled between Upton Park and Plaistow, the first for 45 minutes (being authorised forward to Plaistow), the second for 50 minutes (being authorised to return to Upton Park). The District Line area of suspension was reduced to be East Ham – Whitechapel from 12.10 with a resumption under failure conditions at 13.00 until cable replacement enabled clear signals at 16.05. The Circle Line to Barking resumed an hour later. At the height of the failure 10 Circle and 15 District Line trains were cancelled. Residual delays and crewing issues continued for the rest of the day, which wasn't helped by a westbound District Line train accepting a wrong signal west of South Kensington at 22.15 and ended up continuing its westbound journey via the outer rail Circle Line to High Street Kensington and reversing there.

On **Sunday 25 September**, a person ill on a westbound train at Marble Arch at 11.15 suspended the Central Line between Liverpool Street and White City until 11.45. A departing Bakerloo Line train passed the starting signal at danger at Elephant & Castle at 14.35, suspending the service south of Piccadilly Circus until 15.00, during which time the train was set back into the platform, subsequently departing under clear signals.

Monday 26 September was uneventful until 13.15 when a Network Rail signal failure at Willesden Junction suspended the Bakerloo Line north of Queen's Park until 15.20. This incident was then

overshadowed by a person under a northbound Bakerloo Line train at Oxford Circus at 14.35, suspending the service south of Paddington. This meant that the only Bakerloo Line service then running was between Queen's Park and Paddington with 21 out of the 29 trains cancelled. Services resumed at 15.30 but 12 trains still remained cancelled for the evening peak

Tuesday 27 September was thus:

- District Line suspended west of Parsons Green 05.45 to 06.35 – Network Rail signal failure at Wimbledon Park.
- Network Rail signal failure at Wimbledon at 09.30. 20-minute initial delay and reduced Edgware Road service in consequence until 10.15.
- District Line's Richmond branch suspended 11.35 to 12.15 – cracked track fishplate at Gunnersbury.
- Signal track circuit failure on Baker Street Junction from 12.05. Outer rail Circle, Hammersmith & City east of Edgware Road and Metropolitan Line into the City – all suspended until 12.45.
- Caledonian Road station closed 14.50 to 15.35 and 19.00 to 21.00 – lift defects on the one operational lift.

A repeat signal failure at Wimbledon Park from 06.55 on **Wednesday 28 September** resulted in Edgware Road trains being curtailed at Parsons Green until clear signals at 09.30. Another broken fishplate at Gunnersbury required another suspension of the Richmond branch from 13.05 until 13.40. At 18.50, a train stabling in Hainault Depot became derailed, reportedly because of an axle box bearing failure. There were no problems to trains stabling in the depot but once re-railed, the train derailed once again in the small hours. The Hammersmith & City Line was suspended east of Moorgate from 20.55 (to 23.15) because of points failing at Aldgate East Junction. One eastbound H&C train was stalled on the North Curve for 40 minutes. The District Line continued to operate, save for the period of time it took to secure points to recover the stalled H&C train.

Thursday 29 September was thus:

- Signal failure eastbound at Stratford from 06.15, leading to 'severe delays and 13 cancelled trains. Normal signalling at 09.20.
- Fire alarm activated at Green Park at 10.55. Station remained available for interchange and exit until 12.30.
- Signal failure eastbound at Russell Square from 09.25. Although noted at 'severe delays', nothing moved at Acton Town eastbound from 09.50 because of blocking back, delaying the District Line as well. Moreover, an eastbound Piccadilly Line train diverted via the District Line to move things at Acton Town had a SPAD east of Chiswick Park, causing an eastbound District Line train to be diverted via the Piccadilly! Recovery was hampered by a signal failure on the eastbound at Knightsbridge at 10.55 which was cleared at 11.30. The worst was yet to come with two signals failing westbound at Hyde Park Corner at 17.05, suspending services between King's Cross and Hammersmith until 17.55. One westbound train stalled in Down Street disused station was reversed via Down Street siding and then sent back eastbound. *(People would pay a fortune to do that! Ed.)*. Crewing disruption at Acton Town also delayed the District Line during the evening. A total of 25 Piccadilly Line trains were cancelled for the evening peak.

There was no let up on **Friday 30 September**, with another Network Rail signal failure at Wimbledon suspending the District Line west of Parsons Green from 06.45 to 07.20. Three signals failing at King's Cross on the eastbound Piccadilly Line from 18.55 resulted in 20 trains being cancelled during the evening. Although there was no suspension as such, progress through the failure area was slow.