

UNDERGROUND DIARY

SEPTEMBER 2017 – Continued

The Richmond branch of the District Line continued to be suspended between Gunnersbury and Richmond from the start of traffic on **Friday 29 September** because of the on-going repeat Network Rail signal failures at Richmond. The suspension was extended to Turnham Green at 10.00. A section of flooded track was rectified with services beginning at 15.15. The Jubilee and Metropolitan lines had a 25-minute late start south of Wembley Park because of points failing at Neasden. The Metropolitan Line had further problems from 07.15 with a signal failure at A897. Trains continued through the area under failure conditions with a suspension south of Wembley Park from 08.40 to 09.00, which cost ten cancelled trains. Finally, Night Tube on the Piccadilly Line was seven trains short for service with consequential gaps in the service.

Saturday 30 September was uneventful until 18.30, when 'passenger action' on the westbound at Queensway resulted in a 20-minute delay. Points failing at Leytonstone at 19.45 suspended the Central Line between there and Hainault. Services resumed at 21.20 but because the defect remained on the points, Hainault trains ran via eastbound platform 3 and Epping line trains via middle platform 2. Repairs to the points were undertaken in Night Tube hours with the service being suspended east of Bethnal Green from 03.00 until 03.45. Old Street station closed from 21.55 to 22.55 because of further 'passenger action'. The Night Tube service on the Piccadilly Line deteriorated further with half of the service cancelled for no Train Operators in the early hours. However, further cancellations took the number of trains in service to just five (out of 21) with the service 'suspended' because of too few trains. In reality, the five remaining trains ran empty, so they were in the right position when sufficient day staff became available. Services 'resumed' from 06.30.

OCTOBER 2017

Apart from the Piccadilly Line's problems (q.v.) **Sunday 1 October** began with the first westbound District Line train delayed for 30 minutes because of a person trackside at Monument. A bridge strike at East Putney suspended the District Line west of Parsons Green from 18.30 until 19.05. One stalled eastbound train was authorised to return to Southfields, arriving at 18.50. The Northern Line was suspended between Camden Town and Charing Cross from 21.45 to 22.10. The doors of a northbound train were opened on the wrong side at Leicester Square and the area had to be searched before services could continue (the service was suspended south of Charing Cross because of weekend engineering work).

On **Monday 2 October**, the first westbound Piccadilly Line train from Hammersmith, which originates from the siding, was cancelled as points failing prevented it reversing east to west. The train was extended to Hyde Park Corner to reverse. Other early-morning trains scheduled to reverse at Hammersmith were cancelled and entered service later. Ravenscourt Park station closed from 07.00 to 08.10 because of a local power failure. Points failing at Edgware Road suspended services through the area from 10.25. The blocking back of trains also impacted on the Metropolitan Line, causing delays into the City. Services resumed at 10.55. An intermittent Network Rail points failure at Richmond at 15.45 suspended the District Line's Richmond branch from 16.25 until 17.35.

Points failing at Brixton from 07.00 on **Tuesday 3 October** resulted in one platform only being available and a suspension south of Victoria from 07.45 to 08.05 with eight trains cancelled. The Mill Hill East shuttle was suspended for 30 minutes from 12.10 because of a passenger trackside at Mill Hill East. The Piccadilly Line suffered a 25-minute delay at Rayners Lane at 21.05 because of an obstruction found in points on the junction. The day ended with a person under an eastbound train at Buckhurst Hill at 23.20, suspending the service between Woodford and Epping. Services resumed at 00.55, just in time for the last train.

Wednesday 4 October was as follows:

- Delays for the westbound District Line from 05.45 – signal failure on the westbound approach to Dagenham East. With ten trains cancelled, the service was suspended east of Dagenham East from 07.25 to 08.00 while repairs were effected.

- Signal failure eastbound approaching Hyde Park Corner from 06.55 causing an initial 15-minute delay. Suspended Hammersmith – King’s Cross 11.50 to 12.15 while repairs were undertaken with 11 trains cancelled in consequence.
- Southbound trains non-stopped Wembley Central 10.10 to 10.55 – person ill on the platform.
- Central Line suspended Liverpool Street – White City 09.40 to 10.05 – person ill on a westbound train at Bond Street.
- Holborn station closed to incoming passengers 12.50 to 13.45 – escalator defects.
- Bakerloo Line suspended north of Queen’s Park 13.45 to 15.45. This was because of ‘passenger action’ at Kilburn High Road and debris on track from adjacent builder’s merchants between Queen’s Park and Kensal Green with 14 trains cancelled in consequence. The incident train was stalled for the duration.
- Central Line suspended Liverpool Street – Marble Arch 14.20 to 15.15 – person under a westbound train at Oxford Circus. The Bakerloo and Victoria Line side of the station remained open.
- Bakerloo Line suspended south of Piccadilly Circus from 18.00 – northbound train stalled north of Lambeth North. Two trains were stalled, the second being authorised forward to the first and its passengers detrained onto it by 18.25. The train was reversed via the crossover at Lambeth North and detrained in the platform, then being worked empty to Elephant & Castle Sidings. Services resumed at 18.35. Seven trains were cancelled in consequence.
- Angel station closed 18.45 to 19.40 – suspicious item close to the station.
- At 23.50, a northbound train stalled entering the siding at Harrow & Wealdstone suspending the Bakerloo Line north of Stonebridge Park until the end of traffic.



On **Thursday 5 October** a signal failure at Hanger Lane Junction at 08.25 suspended the Piccadilly Line between Acton Town and Uxbridge until 09.25. Once two stalled Piccadilly Line trains had been diverted from Hanger Lane Junction to Ealing Broadway, the District Line was able to resume.

Left: Ealing Broadway during the failure at Hanger Lane Junction, with the two diverted Piccadilly Line trains in platforms 7 (left) and 8 (centre). At this time, no District Line trains had been worked through, as that service was still suspended west of Turnham Green.

Photo: Thomas Crame

An eastbound Central Line train stalled departing Tottenham Court Road at 09.20 with a door defect and caused a 20-minute gap ‘through the road’. A suspect device between Burnt Oak and Edgware suspended the Northern Line north of Colindale from 11.05 until 11.55. The Piccadilly Line was suspended east of King’s Cross from 20.25 because of a signal failure approaching Arnos Grove on the eastbound. One eastbound train was stalled until 21.15, which was authorised to return to Bounds Green. Services resumed at 21.25 with 24 trains cancelled.

The only incidents on **Friday 6 October** were the closure of Gode Street station from 17.00 to 17.30 because of lift defects and Blackfriars LU from 23.25 to 24.00 because of a fire alarm activation. It goes without saying that the Piccadilly Line Night Tube continued to have almost half of the service cancelled because of insufficient Train Operators (on both Friday and Saturday night).

In Night Tube hours early on **Saturday 7 October**, a passenger altercation on a westbound Piccadilly Line train at Green Park from 03.45 brought the service to a stand for 30 minutes. What turned out to be a road traffic incident in the vicinity of the Museums at South Kensington at 14.35 was first thought to have been possibly terrorist related. As a result, some passengers made an escape to the District Line tracks, causing traction current to be discharged and the service suspended west of Embankment.

The service was already suspended west of South Kensington for weekend engineering work. Once a track search between Gloucester Road and Sloane Square had been completed the service resumed at 15.55. One westbound reversing train was stalled approaching South Kensington for the duration. Euston LU station was closed from 18.20 to 18.45 because of a security alert. Another passenger altercation on the Piccadilly Line at Sudbury Hill at 23.00 suspended the service between Acton Town and Uxbridge until 23.30.

The only incident on **Sunday 8 October** was a signal failure on the eastbound approach to Hammersmith, suspending the Piccadilly Line between Acton Town and Hyde Park Corner from 11.30 until 12.20. This included Piccadilly Line trains diverted via the eastbound local line in lieu of no District Line because of weekend engineering work. Working via the eastbound local line resumed at 13.50. A plan to work the incident train via the loop siding failed. One train was stalled approaching Hammersmith for 35 minutes.

Monday 9 October began with a Network Rail points failure at Wimbledon Park from the start of traffic, preventing District Line services from starting up west of Parsons Green until 07.15 – 12 trains were cancelled in consequence. The Wimbledon branch was in further trouble from 08.10 with a signal failure at Fulham Broadway with trains working through under failure conditions until clear at 10.05. A westbound Piccadilly Line train was found to have smoke coming from underneath it at Sudbury Hill at 21.45, causing a 20-minute delay while it was detrained and worked empty to South Harrow Sidings, moving to Northfields Depot later.

A track circuit failure at Aldgate East from the start of traffic suspended both the H&C and District lines through the area until 06.20 on **Tuesday 10 October**. The Wimbledon branch of the District Line was suspended from 08.50 until 10.05 because of two signals failing on the westbound at Parsons Green. One train was stalled approaching Parsons Green for 45 minutes and one approaching Fulham Broadway for 25 minutes.



Above: A signal failure on the eastbound at King's Cross from 16.30 suspended the Metropolitan Line into the City until 17.30. Hammersmith & City and Circle Line trains continued through the area under failure conditions. Service recovery on the Metropolitan Line continued late into the evening with several 'all-stations' northbound trains made 'semi-fast' or 'fast' in an attempt to recover time. This is Great Portland Street at about 18.00, at which time the only westbound trains were for

Hammersmith, Metropolitan Line trains in the City being non-existent. Such was the crowding on the platform that passengers were being advised to take the first train and change at Baker Street – if only to clear the platform and prevent Great Portland Street station from closing.

Photo: Jason Cross

Points failing at Brixton suspended the Victoria Line south of Victoria from 17.35 until 18.00 – a discarded newspaper was removed from the pointwork.

A track circuit failure at High Street Kensington from 05.20 suspended the inner rail Circle Line service via the District Line side on **Wednesday 11 October**. The service resumed at 06.50. Points failing at Queen's Park at 12.30 suspended the Bakerloo Line between Queen's Park and Paddington until 13.45. Two stalled trains were dealt with quickly, one of them being diverted to Kilburn High Road (first being detrained at Queen's Park, of course). A three-train shuttle was implemented between Harrow and Queen's Park (and empty to Kilburn High Road to reverse) while the other Bakerloo trains on Network Rail metals were stabled in Stonebridge Park Depot.

The westbound Piccadilly Line was delayed for 20 minutes from 05.45 on **Thursday 12 October** because of passenger action at Caledonian Road. Another 20-minute delay 'through the road' occurred at Stratford at 07.35 because of a westbound Central Line train unable to move off. Five trains were stalled between stations for between 15 and 20 minutes. The Metropolitan Line was suspended south of Harrow-on-the-Hill from 12.45 because of a track circuit failure on the northbound approach to Wembley Park. Stalled northbound trains were moved up one by one, having been detrained at Baker Street. A westbound Jubilee Line train stalled with an air burst after leaving Westminster at 19.15, suspending the service between Stratford and Finchley Road. One the train had been made mobile, it arrived at Green Park at 19.40, detrained, and was then sent to Charing Cross in a 'wrong direction move'. The service resumed at 19.55.

On **Friday 13 October**, an intermittent signal failure on the southbound at Kilburn Park from 11.50 delayed the Bakerloo Line service during the afternoon and into the evening peak. It wasn't until 17.30 that the problem had been fully resolved and clear signals obtained. A signal failure at Edgware Road from 17.05 prevented H&C and Circle Line trains from using westbound platform 4. In consequence, and to relieve congestion at Edgware Road, westbound trains were diverted through platform 3. With reduced reversing facilities therefore, alternate District Line trains were short-tripped at High Street Kensington and alternate terminating Circle Line trains extended to Moorgate. A very slight improvement was noted on Piccadilly Line Night Tube, although there were still between five and nine cancellations (on both nights).

In Night Tube hours on **Saturday 14 October**, Earl's Court station was closed from 04.05 for 30 minutes because of a smell of burning in the lift machine room. A multiple signal failure on the eastbound approach to Barons Court from 16.30 set the Piccadilly Line into 'severe delays' mode, with 27 trains cancelled in consequence. Clear signals were obtained at 19.50. The cause of the multiple signal failure was a defect on one of the Surface Stock Detector tubes, which was more complicated as only two of the three signals were remaining at danger. It was then identified that a relay controlling the third signal had failed to de-energise. The need to escalate this and preserve evidence prolonged the length of the failure. A person ill on an Up Chiltern Railways train resulted in the incident train being held at Moor Park from 20.25 until 21.15. LU services were unaffected because such trains operate all-stations.

The Central Line was suspended east of Liverpool Street from 06.40 until 07.05 on **Sunday 15 October** because of a person trackside at Leytonstone. A person under a westbound train at Perivale at 15.55 suspended the Central Line between North Acton and Northolt until 17.00. At 23.20, a westbound engineer's train stalled at Euston Square with smoke from the leading battery locomotive, having come from the engineering possession east of King's Cross. The Metropolitan Line was suspended Baker Street – King's Cross and the Hammersmith & City Line Edgware Road – King's Cross. Once isolated, the train worked to platform 6 at Baker Street, being propelled by the rear loco and then to Moorgate bay platform. Services resumed at 00.25.

There were two late finishes to engineering work on **Monday 16 October**. The first was at Moorgate following weekend engineering work, with no SSR services east of King's Cross until 05.55 (and ten C&H trains cancelled in consequence). The second was a cracked rail found overnight on the southbound at Stockwell, preventing the Victoria Line from starting up south of Victoria until 06.15. Paddington (Suburban) station was closed from 07.35 because of defective public address equipment.

Loudhailers and extra staff were mustered, enabling the station to reopen at 08.00. Kensal Green station closed from 14.50 because of a passenger altercation. The northbound platform was able to reopen at 15.55 and the southbound platform at 16.55. At 20.40, the Piccadilly Line's three-car west end Rail Adhesion Train became gapped off current as it was about to enter the east sidings at Acton Town. In short, trains from the Uxbridge branch were diverted via the eastbound local line, as were trains from Heathrow from Northfields. In sharing the eastbound local with the District Line, the service had to be reduced because of congestion. However, three eastbound trains were stalled between South Ealing and Acton Town on the eastbound fast. The last in the queue returned to South Ealing by 21.40, the second making a similar move by 22.15. The first in the queue and nearest to Acton Town arrived at Acton Town at 22.10, having had to be propelled from the rear because of a defect. In the meanwhile, the RAT was worked back into Acton Town eastbound platform at 21.35 and was then sent to Hammersmith loop siding to reverse. The District Line's Ealing Broadway service was also caught up in the incident, with some trains being diverted to Richmond and an eastbound suspension for 25 minutes from 21.15 because of traction current being discharged to work on the stalled RAT. Normal running via the eastbound fast line resumed at 22.20. The day ended with a points failure at Wembley Park, bringing the Jubilee Line service north of Willesden Green to a stand for 20 minutes from 23.10.

Tuesday 17 October began with a multiple track circuit failure on the northbound at Harrow South Junction from the start of traffic. The first northbound train arrived at Harrow under failure conditions at 06.25. Trains then continued through the area under failure conditions, but progress was slow, to say the least. Clear signals were obtained at 08.10 but with 16 trains cancelled in consequence. A defective train at Embankment caused a 20-minute delay to the northbound Northern Line service from 17.40. Paddington (Bakerloo, District and Circle) closed from 22.50 until 23.10 because of a fire alarm activation.

A late finish to overnight work on points at Parsons Green from the start of traffic on **Wednesday 18 October** caused a 35-minute late start on the Wimbledon branch of the District Line. The Wimbledon branch was suspended once again from 05.50 because (a different set) of points failing at the same location. Services resumed at 06.45, with one train being stalled on the approach to Parsons Green for the duration. The rest of the day was uneventful.

Problems with a set of points at Golders Green from 05.35 on **Thursday 19 October** later resulted in two 20-minute delays on the southbound at 08.40 and 12.25. A protracted points failure west of Acton Town began at 09.50, delaying the Uxbridge branch of the Piccadilly Line and the Ealing branch of the District Line. One Piccadilly Line train was stalled at the junction where the line diverges on the local line towards Northfields, in the end being diverted towards South Harrow. A further train was stalled until 10.35 while points were secured. Repairs were subsequently undertaken, suspending both lines from 12.05 to 12.35. A combination of a defective train and signaling problems in Wembley Park siding from 09.40 resulted in Wembley Park reversers having to be short-tripped or cancelled until 15.00 when the issue had been resolved. A westbound Piccadilly Line train was found unable to move off from Ruislip at 16.50, suspending the Uxbridge branch of both the Metropolitan and Piccadilly lines until 17.20. One westbound Metropolitan Line train was stalled approaching Ruislip for the duration.

Friday 20 October was challenging, to say the least. Tooting Broadway station remained closed until 05.50 because of insufficient staff. The Bakerloo Line was unable to start up south of Piccadilly Circus until 06.10 because of a late finish to overnight work on points at Lambeth North. A multiple signal failure at Amersham from 07.00 suspended the Metropolitan Line north of Chalfont & Latimer until 07.55. A stalled Metropolitan Line train was authorised to return towards Chalfont & Latimer and across the crossover to the southbound platform, arriving at 07.20. Services resumed at 07.55. Moorgate station closed from 15.25 until 16.05 because of a defective Great Northern train, reported to have smoke coming from underneath it. A loss of signalling in the Morden area suspended the Northern Line south of Tooting Broadway from 15.25. Two out of three stalled trains were dealt with within ten minutes but a third, southbound approaching Morden, was authorised to return to South Wimbledon, arriving at 15.50. Solving the problem was protracted with services not resuming until 20.40. A total of 42 trains out of 96 were cancelled for the evening peak. Points found to be out of alignment and thus failing at Arnos Grove from 15.50 suspended the Piccadilly Line initially east of Wood Green, but east of King's Cross from 16.15 and subsequently east of Hammersmith, through until 17.15. Seven trains were stalled between stations at the east end of the line, one for 35 minutes,

the other six for between 70 and 75 minutes. A total of 29 trains (out of 78) were cancelled for the evening peak. With two lines in serious trouble because of the aforementioned incidents, lack of trains and build-up of passengers, it was necessary for King's Cross LU station to close from 18.45 to 19.25 and again from 19.40 to 20.20. A person under a westbound train approaching West Acton suspended the Central Line's Ealing Broadway branch from 23.20 until 00.45. The incident train was stalled until 00.25. A northbound train stalled on departure from Tooting Broadway Siding at 01.10, suspending the Northern Line south of Stockwell. The train was eventually moved back into the siding, enabling services to resume at 01.55. To fix the points at Arnos Grove (q.v.), the Piccadilly Line was suspended east of Wood Green from 02.05 until 02.45.

In Night Tube hours early on **Saturday 21 October**, the Northern Line was suspended south of Tooting Broadway from 03.10 to 04.35 to enable equipment repairs following the previous day's problems at Morden. A fire alarm activation at Green Park necessitated the station's closure from 06.30 until 07.15, while a similar problem caused Queensway station to close from 23.35 to 00.30. The Piccadilly Line Night Tube, which fared reasonably the previous night, reached eight trains cancelled (out of 21) and the resultant delays and gaps in the service, through until around 08.00 on **Sunday 22 October**. There was a gap in departures from Cockfosters from 02.18 to 03.58! From the start of traffic, a multiple signal failure between Chalfont & Latimer and Chorleywood caused severe delays north of Rickmansworth on the Metropolitan Line. A limited service was provided to Amersham with trains operating under failure conditions, with taxis between Chesham and Amersham. It wasn't until 11.45 that clear signals were obtained. A SPAD by a southbound train at Wembley Park caused a 30-minute delay from 17.45 while the train was set back into the platform. The Central Line was suspended between Woodford and Loughton from 19.20 to 20.45 because of a person under an eastbound train at Buckhurst Hill.

On **Monday 23 October**, the eastbound Piccadilly Line was suspended east of King's Cross from the start of traffic because of tunnel telephone wires adrift between Arsenal and Finsbury Park. The first eastbound train moved off after 20 minutes, but the service remained suspended until 07.05 by which time the wires had been secured. A signal failure at Edgware Road at 07.05 resulted in the Circle and H&C services going into 'severe delays' mode, with a 20-minute suspension through the area from 07.45 while repairs were effected. A westbound District Line train accepted a wrong signal offered west of Acton Town towards the close of traffic at 01.05 and headed off towards Northfields. However, having stopped, the track had to be checked for any overnight workers before the train could proceed, arriving at South Ealing at 01.40.

An unexploded hand grenade found west of Stamford Brook on **Tuesday 24 October** suspended the Piccadilly Line between Hammersmith and Acton Town and the District Line Earl's Court to Ealing and Richmond, all from 12.00 until 13.00. The Metropolitan Line's A Stock Rail Adhesion Train became stalled approaching Harrow-on-the-Hill at 22.05 with a motor defect, suspending the service between Wembley Park and Rayners Lane/Northwood. The Metropolitan Line trains stuck on the Uxbridge branch in platforms with nowhere to go prevented the Piccadilly Line from running west of South Harrow. The offending RAT was propelled into Harrow-on-the-Hill from the rear cab, enabling services to resume at 23.25.

Wednesday 25 October was thus:

- Signal failure at Upminster from 05.30 – many trains delayed entering service from depot, some up to 25 minutes late. Clear signals from 07.50.
- Hyde Park Corner station closed and non-stopped 08.25 to 09.05 – escalator fire detection system operated.
- Piccadilly Line suspended west of Northfields 13.30 to 14.10 – defective eastbound train at Boston Manor. The offending train was propelled from the rear cab to the eastbound local platform at Northfields.
- Bakerloo Line suspended north of Stonebridge Park 16.50 to 18.20 – person under a main line train at Harrow & Wealdstone. Euston LU station closed from 17.40 to 18.30 (as was the main line station for much longer).
- Gants Hill station closed 17.15 to 19.05 – person ill on platform, having been removed from an inner rail train.
- Borough station closed from 23.55 until the end of traffic – insufficient staff.

Borough station remained closed until 06.45 on **Thursday 26 October** for insufficient staff while the Northern Line side of Leicester Square remained closed until 06.15 for the same reason. However, the main event of the day was a signal failure on the westbound approach to South Kensington from the start of traffic. With trains running through under failure conditions, services soon went into 'severe delays' mode, with the outer rail Circle Line suspended from 07.20. Once the peak was over, arrangements were made to effect repairs, by replacing a section of cable. Therefore, the inner rail Circle Line was suspended and the District Line between Embankment and Earl's Court from 10.00. Services resumed at 11.15 with 14 District Line and ten Circle Line trains cancelled. Later at 20.00, a westbound District Line train accepted a wrong signal between South Kensington and Gloucester Road, ending up in the Circle Line platform at the latter. The following Circle Line train was thus diverted into platform 1 (but not until a pilotman was made available) with passengers and crews changed over. This involved detraining both trains and transferring to the other train via the footbridges at each end of the station. Not surprisingly perhaps, a 20-minute delay ensued. The last eastbound passenger District Line train from Richmond (at 00.50) to High Street Kensington was delayed on route when it was found that the train had been routed out of turn. Therefore, a special track search had to be undertaken with a 30-minute delay in consequence.

On **Friday 27 October**, Pimlico station remained closed until 06.30 because of insufficient staff. Euston LU station closed from 12.15 because of congestion caused by another fatality which disrupted main line services. It reopened for exit and interchange from 12.45 and fully at 13.20. A passenger alarm operated on a northbound train at Kennington caused a 20-minute delay on the Charing Cross branch from 17.35. An emergency stop plunger operation at Woodford at 17.40 suspended the Central Line east of Leytonstone. Proving difficult to reset, services resumed at 18.25 after points were secured – one westbound train was stalled approaching Woodford for the duration. District, Circle and Bakerloo Line services non-stopped Paddington from 18.50 to 19.15 because of a fire alert on the main line station. It goes without saying that with six trains cancelled, the Piccadilly Line Night Tube still performed well under par.

Saturday 28 October began in Night Tube hours with a person on the track at Kennington, causing a 20-minute southbound delay from 04.10. A signal failure on the southbound local line at Wembley Park from 11.40 prevented the starting signal from clearing, with southbound Metropolitan Line trains being diverted from Harrow via the southbound fast in consequence. Therefore, Northwick Park and Preston Road passengers heading south had first to go north to Harrow-on-the-Hill and then return via the fast line. One stalled train was authorised forward and its passengers transferred onto the platform end. Normal running via the southbound local line resumed at 13.30. Piccadilly Circus closed and Piccadilly Line trains non-stopped from 17.20 to 17.45 because of overcrowding (the Bakerloo Line was suspended for weekend engineering work). A person on the track at St. John's Wood brought the Jubilee Line to a stand from 21.35 until 22.05, with trains being held in platforms, apart from one train that was stalled approaching for the duration. An increase in the number of Piccadilly Line Night Tube trains cancelled saw the service east of Arnos Grove suspended from 01.45 until 04.00 with extended gaps in the service over the rest of the line throughout the night.

Sunday 29 October began with a multiple signal failure at Earl's Court from 07.10, bringing all District Line trains in the area to a stand for 25 minutes. There was a 20-minute delay on the eastbound at Ruislip Manor from 15.25 after a rear cab of a Metropolitan Line train had been vandalised. Signalling problems at Camden Town from the Barnet branch caused two separate delays, 20 minutes from 18.05 and a further 15 minutes from 18.30. Clapham South station closed from 18.00 to 18.40 because of insufficient staff, while Borough station operated in exit only mode because of lift defects from 23.15 until the end of traffic.

Following the weekend closure of the Bakerloo Line for points replacement at Paddington, the service started up without incident on **Monday 30 October**¹. The predicted late completion (around 10.00 – which was also advertised on station posters) thus didn't materialise². However, the Bakerloo Line station at Edgware Road remained closed until 06.00 because of insufficient staff. A SPAD by a westbound District Line train at High Street Kensington caused a 20-minute delay from 07.05 while the train set back behind the signal. Chalk Farm station went into 'exit only' mode from 08.50 to 10.55

¹ The work on 28-29 October was the first stage of the crossover replacement. It remains out of use until the second stage which was scheduled for 18-19 November 2017.

² It was interesting to note that on BBC teletext travel information, the complete Bakerloo Line closure did not feature once throughout the weekend – so much for keeping the public informed!

because of problems with the one serviceable lift – the other is being replaced. A person trackside at Upney caused a 20-minute delay to the District and Hammersmith & City lines from 11.20, the latter because current had to be taken off east of East Ham.

On **Tuesday 31 October**, Borough station closed at 07.30 because of further defects with the lifts. The station reopened at 07.50 for exit only (via the spiral stairs) and was fully open at 08.25. A combined signalling and platform edge door problem at Canary Wharf caused a 25-minute delay from 18.55.