

UNDERGROUND DIARY

JUNE 2018

Points failing at Wembley Park suspended the Jubilee Line north of Neasden from 10.55 to 11.50 on **Friday 1 June**, although in reality much of the service was reversed at Willesden Green or West Hampstead. Defects with three of the lifts at Covent Garden necessitated the station's closure from 13.40 to 14.50. A 'passenger action' security alert at Holborn at 16.10 initially caused the Central Line to non-stop, but was suspended between Leytonstone and Marble Arch from 16.35, with the Piccadilly Line being required to non-stop from 17.00. Services resumed and the station reopened at 17.30 with 29 Central Line trains cancelled in consequence.

Nothing significant was noted on **Saturday 2 June**.

Sunday 3 June offered the following:

- Colindale station closed 08.00 to 08.30 – suspicious vehicle close to the station.
- Queensway station closed 11.15 until 12.10 – lift defects.
- During testing of the TBTC signalling at Edgware Road, an S7 test train struck the edge of platform 3 whilst shunting east to west, east of the station. Minimal damage resulted with the test train being worked to Hammersmith Depot.
- 25-minute delay Oakwood – Cockfosters from 12.40 – track fire between stations.
- Willesden Green station closed 14.30 to 14.55 – unattended item in ticket hall.
- Central Line suspended west of Northolt 14.45 to 15.45 – points failure at Ruislip Gardens.
- Intermittent signal failure west of Boston Manor on the westbound from 17.10 with delays to the Heathrow branch in consequence and subsequently to the Rayners Lane branch because of blocking back. Although the failure cleared by 23.30, last trains ran up to 25 minutes late. In consequence, the last eastbound train had to non-stop Knightsbridge, Green Park, Piccadilly Circus, King's Cross, Caledonian Road, Finsbury Park and Turnpike Lane, all because of insufficient staff after normal closing hours.

Monday 4 June began with points failing at Rayners Lane at 08.40, which suspended the Piccadilly Line west of South Harrow. The Metropolitan Line was also delayed, although there was no service suspension as such. The Piccadilly Line resumed at 10.30. A Bakerloo Line train entering Stonebridge Park Depot stalled off current, which suspended the service north of Queen's Park from 15.55. One southbound train was stalled between Wembley Central and Stonebridge Park and was authorised to return to the former, arriving at 16.45. By then, the stalled train had been moved enabling services to resume. A track fire east of Bank on the eastbound Central Line suspended the service between Marble Arch and Bethnal Green from 18.00 until 18.35. The evening service recovery was hampered by a signal failure at Leytonstone at 20.15, suspending services through the area. Services resumed at 20.35 with trains passing through (slowly) under failure conditions until clear at 21.10. In the meanwhile, the Waterloo & City Line was suspended from 18.50 until 19.15 because of a signal failure at Bank. One train was stalled approaching Bank for the duration.

A late finish to Network Rail engineering work led to a late start to the Bakerloo Line north of Stonebridge Park on **Tuesday 5 June**. First trains began running from 06.15. The Hammersmith & City and Circle lines were delayed from 07.10 and throughout the day because of a signal failure on the westbound at Ladbrooke Grove. It was anticipated that the failure would be fixed after traffic.

Baker Street station closed from 08.45 to 09.15 on **Wednesday 6 June** because of a fire alarm activation. That apart, the day was uneventful.

On **Thursday 7 June**, there was a late start to the Northern Line's Barnet branch after the first southbound train ran over an obstruction on the track, causing a 20-minute gap through the road while it was taken out of service to Highgate Depot. A signal failure at Bank on the Waterloo & City Line caused an initial 20-minute delay from 09.30, with clear signals by 10.10. A Network Rail signal failure at Richmond suspended the Richmond branch of the District Line from 15.00. A limited service resumed between Turnham Green and Gunnersbury from 16.10 but remained suspended to Richmond until 20.15. The day ended with a person under the last eastbound Central Line train at Mile End at 00.45 with the service thus suspended until the close of traffic.

A signal failure at Hanger Lane Junction from the start of traffic suspended the District Line from Ealing Broadway until 05.50 on **Friday 8 June**. A southbound Bakerloo Line train stalled at Harrow &

Wealdstone at 12.15, suspending the service north of Stonebridge Park until 13.40. The main entrance to Seven Sisters LU station closed from 14.15 to 14.50 because of a passenger taken ill. Smoke from electrical switch room caused Ickenham station to close from 21.30 and remained so until the end of traffic. A person ill on an eastbound Central Line train at Liverpool Street caused a 25-minute delay from 23.25. In Night Tube hours, Archway station closed from 01.50 until 02.20 because of a defect with the fire alarm system.

There was nothing untoward to note for **Saturday 9 June**.

The only 'notable' on **Sunday 10 June** was the closure of Embankment station from 17.55 until 18.40 because of a fire alarm activation.

On **Monday 11 June**, a Network Rail signal failure at Richmond suspended the District Line to Richmond from 15.35. A limited service to Gunnersbury resumed from 15.55, but that was suspended again because of the South Kensington failure (see below). Back on 5 June, the Piccadilly Line control centre relocated from Earl's Court to the Griffin Rooms at South Kensington and signalling was from then controlled from there between Cockfosters and Chiswick Park. However, at 16.35 all signalling control was lost from the new control centre, suspending the Piccadilly Line east of Acton Town and the District Line between Earl's Court and Ealing/Richmond. This also impacted on the other SSR lines, including the Metropolitan, Circle and H&C services on the north side of the Circle. Four District Line and 19 Piccadilly Line trains were stalled between stations, reaching platforms (either being authorised forward into a platform or authorised to return to the previous station) in turn, until services were able to resume at 17.35 (including to Richmond). A total of 32 trains (12 District Line, 20 Piccadilly Line) were cancelled in consequence, the latter never recovering the timetable, with 20 train remaining cancelled for the rest of the evening – late crew reliefs and displaced crews resulted in blocking back on the approaches to Acton Town and Arnos Grove. A signal failure at Woodford from 17.00 set the Central Line into 'delays' mode, with the Woodford – Hainault service being suspended from 17.30 until 18.20.

The only incidents of note on **Tuesday 12 June** included the suspension of the inner rail Central Line between Leytonstone and Hainault via Newbury Park from 10.45 to 11.15 while staff investigated a report of a train 'hitting something' as it approached Wanstead station, and a passenger ill on a westbound Central Line train at Liverpool Street at 11.40, causing a 20-minute stand.

Wednesday 13 June began with a signal failure at Chalfont & Latimer from the start of traffic, resulting in a much reduced service north of Rickmansworth because trains were taking 15 minutes apiece to pass through the failure area. Clear signals were obtained at 08.00. On the Northern Line, southbound trains via the City were delayed from 06.10 because of poor railhead conditions causing signalling problems and trains only able to proceed in restricted manual mode. Normal running resumed at 07.30. Angel station closed from 08.25 because of an overheating escalator causing the activation of the sprinkler system. The station reopened at 08.10 for exiting passengers and was fully open from 12.50. Queensway station closed from 07.45 to 08.10 because of a fire alarm activation. A signal failure on the eastbound approach to Barking caused an initial 10-minute delay to the District Line from 17.20. However, the consequential blocking back and disruption on adjacent c2c services necessitated the closure of West Ham station from 17.35 to 18.00 and then again from 18.20 to 18.45. Passenger action on the platform at Willesden Green necessitated Jubilee Line trains non-stopping from 21.25 until 21.55.

The District and Hammersmith & City lines had a 30-minute late start on **Thursday 14 June** because of an overnight worker not reporting back when finished, requiring a track search to be undertaken before services could start. The Bakerloo Line was suspended north of Queen's Park from 19.00 to 19.40 because of a passenger ill on a northbound train at Willesden Junction. In the meantime, a northbound Victoria Line train arriving at Seven Sisters at 18.20 stalled midway in the platform as a result of a displaced negative current rail, which had caused damage to a train in front at Tottenham Hale. Services were suspended north of Seven Sisters whilst repairs and repositioning (of the current rail) took place. Apart from the last two northbound trains to Walthamstow, which ran as scheduled, the service remained suspended north of Seven Sisters throughout the evening, with 13 trains cancelled in consequence.

Victoria Line services were able to operate to Walthamstow Central but northbound trains via the middle platform only coupled with temporary speed restrictions, prevented a full service on **Friday 15 June**, with between four and ten cancellations throughout the day. Paddington LU station closed from 08.25 until 09.05 because of a fire alarm activation. A person under an eastbound Central Line train at Stratford at 15.00 suspended the Central Line between Liverpool Street and Leytonstone for an hour. One eastbound train was stalled approaching Stratford throughout, reaching Leyton at 15.55 (its passengers

couldn't be detrained at Stratford as that station was still closed). A SPAD by a southbound Bakerloo Line train at Stonebridge Park suspended the service north of Queen's Park from 15.10 to 15.45.

Victoria Line trains were able to use northbound platform 3 at Seven Sisters once again from 05.30 on **Saturday 16 June**. A fire alarm activation at Green Park resulted in the station closing from 16.05 to 16.35. A person reported trackside at Ruislip suspended the Piccadilly Line west of South Harrow and the Metropolitan Line west of Rayners Lane from 22.55. Once the offender had been removed the Metropolitan Line resumed at 23.25 and the Piccadilly Line at 23.55.

The only notable event on **Sunday 17 June** was the closure of Angel station from 19.10 to 20.40 because of an overheating escalator, which caused the fire detection system to activate.

Monday 18 June offered no excursions from the norm.

Tuesday 19 June offered the following:

- Charing Cross LU station closed 07.25 to 08.00 – fire alarm activation.
- Liverpool Street LU station closed 11.35 to 12.00 – smoke on the eastbound platform.
- Unattended item on the northbound platform at Finchley Road from 11.45 – 15-minute delay to Metropolitan and Jubilee Line services while it was investigated.
- Track fire just north of Queen's Park platforms from 16.15, initially delaying Bakerloo Line services because of the loss of the two shed tracks for reversing and reversing Queen's Park trains in the platforms. Services were suspended north of Paddington from 16.45 until 17.15. Some 12 trains were cancelled in consequence with a limited shuttle between Harrow and Queen's Park (empty to and from Kilburn High Road) and one of the two shed roads unavailable for reversing, all for the rest of the evening.
- Piccadilly Line suspended east of Arnos Grove 19.00 to 19.35 – incident with a passenger's personal effects at Southgate (which turned out to be the explosion of a battery pack in the person's bag, also causing smoke, panic and an uncontrolled evacuation). Two passengers were reported to require medical aid as a result of the evacuation process, neither serious.
- District and Circle lines suspended through Gloucester Road 19.25 to 20.10 – multiple signal failure.
- 45-minute delay Finchley Central northbound from 00.15 – person ill on train.

On **Wednesday 20 June**, two signals failing on the eastbound Piccadilly Line at Holborn from 06.25 caused a 25-minute delay to the incident train 'through the road'. A signal passed at danger on the westbound District Line at Barons Court suspended the service between Earl's Court and Ealing/Richmond from 12.15 to 12.50. Signalling problems on the southbound at Kennington from 18.55 caused delays for southbound Northern Line trains. The failure continued intermittently throughout the evening until clear at 23.30, with 20 trains cancelled in consequence.

A signal failure on the westbound fast line at South Ealing from 06.35 resulted in a 20-minute delay to the incident train on **Thursday 21 June**, with other Piccadilly Line trains being diverted via the westbound local line from Acton Town until clear at 07.30. The only other incident occurred on the southbound Jubilee Line at Finchley Road at 23.05, which should have been a routine detrainment. However, the delay became protracted with the service suspended between Willesden Green and Waterloo because of the incident train being seen to move northbound on the southbound line, observed by an *Underground News* reporter on the platform. Services resumed at 23.45.

Friday 22 June was thus:

- Southbound Northern Line suspended Camden Town – Kennington via Charing Cross from 06.30 until 08.05 – person on the track at Charing Cross. Northbound trains non-stopped Charing Cross throughout. Diverted southbound trains via the City to Kennington had to detrain passengers at Elephant & Castle because of the planned closure of the City branch platforms at Kennington.
- Victoria Line suspended Seven Sisters – Victoria 08.25 to 08.55 – defective train approaching King's Cross southbound. Four southbound trains were stalled between stations until 08.50. The defective train was detrained and sent empty to Victoria Sidings.
- Signal failure eastbound Central Line between Mile End and Stratford from 09.10, culminating in a suspension between Liverpool Street and Leytonstone from 10.30 to 10.50. The failure reoccurred at 15.05 and with the fragility of the service, was this time suspended between North Acton and Leytonstone from 16.00 to 16.45. The morning failure caused 15 cancellations (out of 66) but the afternoon failure 41 cancellations (out of 78). The Night Tube service was suspended between Liverpool Street and Leytonstone from 02.00 to 02.55 while repairs were undertaken.

- Signal failure on the eastbound approach to Farringdon from 16.10. Metropolitan Line suspended into the City with the Circle and H&C continuing under failure conditions once the stalled trains had been cleared by 16.40. However, the Circle and H&C was suspended through the area from 16.50 until 17.15 while repairs were effected with 11 C&H and five Metropolitan Line trains cancelled in consequence.
- Signal failure at Hanger Lane Junction from 17.45 with District Line suspended to Ealing Broadway and the Piccadilly Line Acton Town to Uxbridge. Once a stalled District Line train arrived at Ealing Common at 18.35, the Piccadilly Line was able to resume at 18.45 with the District Line following at 19.30.

Greenford station remained closed from the start of traffic on **Saturday 23 June** because of a fatal altercation outside the station. It opened for business at 10.15. Moorgate station closed at 16.45 because of a smell of smoke on the Great Northern side of the station, reopening at 17.20. A person under a southbound train at Burnt Oak at 23.35 suspended the Northern Line north of Colindale. One southbound train was stalled between Edgware and Burnt Oak until 01.15. The service to Edgware resumed to Night Tube at 02.45 with Burnt Oak station reopening at 03.00. Another person under a train incident occurred at Turnham Green on the eastbound Piccadilly Line at 00.10 and resulted in trains being diverted via the District Line (local) tracks, with extended gaps to the service in consequence. Once clear, Piccadilly Line (Night Tube) services resumed using the fast lines with Turnham Green station reopening at 02.05.

Sunday 24 June began with a signalling problem at West Kensington at 06.50 which brought the eastbound District Line to a stand for 30 minutes. A signal failure on the eastbound starting signal at Rayners Lane and on the westbound starting signal at Ruislip from 16.20 suspended the Metropolitan Line from Harrow-on-the-Hill to Uxbridge and the Piccadilly Line west of South Harrow. The Metropolitan Line resumed at 17.10 and the Piccadilly Line at 18.00.

Monday 25 June is summarised thus:

- Points failure at Finchley Central from 09.05 – Barnet service suspended north of Finchley Central until 10.30.
- Network Rail signal failure at Richmond from 12.30 – District Line service reduced by half (every 20 minutes instead of every 10 minutes) until 17.15. A repeat failure at 18.15 caused a further service reduction to Richmond, through until the end of traffic.
- Circle and Hammersmith & City lines suspended Hammersmith – Edgware Road 16.05 to 17.25 – person under an eastbound train at Ladbroke Grove.
- 25-minute delay to the eastbound Central Line from 17.30 – defective train between Mile End and Stratford. (This incident, on the hottest day of the year so far, managed to reach the attention of the social media).

Tuesday 26 June kicked off with a signal failure on the eastbound at Whitechapel from 08.25, sending the District Hammersmith & City and Circle lines into 'severe delays' mode, the Circle Line because of District Line trains blocking back approaching the failure area. The Hammersmith & City Line was suspended east of Moorgate from 09.15 to 09.50 to enable repairs to be effected with District Line trains being held for various short periods. The northbound City branch of the Northern Line was suspended from 12.10 to 12.50 because of 'passenger action' at Angel. A Network Rail signal failure at Wembley Central on the northbound from 13.00 initially caused a 50% reduction in service north of Stonebridge Park, with a suspension from 13.50 until 16.45. Both lifts at Lambeth North became defective at 13.50, necessitating the station's closure. It reopened for exiting passengers from 14.15 and fully opened at 16.55.

There was nothing serious to note on **Wednesday 27 June**.

A track fire at the westbound entrance to the loop siding between Barons Court and Hammersmith from 07.35 set the Piccadilly Line into severe delays mode on **Thursday 28 June**. Services were suspended between Hyde Park Corner and Acton Town from 07.55 to 08.25 with delays continuing after until finally clear at 09.10. A person under a westbound train at Bow Road at 18.00 suspended the District Line between Aldgate East and Barking and the Hammersmith & City Line east of Moorgate. Two westbound trains were stalled, one approaching Bow Road, the other approaching Bromley-by-Bow. The former was authorised to return to Bromley-by-Bow the latter being authorised forward, giving the sight of three trains close together there by 18.30. Services resumed at 19.20. A total of 16 trains were cancelled in consequence and the service never did fully recover.

Friday 29 June began with delays on the Piccadilly Line from the start of traffic because the incorrect timetable had been uploaded into the computer system, which subsequently caused a lot of signalling issues. The service further deteriorated during the afternoon because of a SPAD at Acton Town at 15.05 and then a points failure just west of Barons Court from 15.40. Westbound Piccadilly Line trains had to work through the loop siding to Hammersmith until the problem was resolved at 16.15. Part of Highbury & Islington station was closed from 07.30 to 07.55 because of a local power failure, with Victoria Line and Great Northern services non-stopping for the duration. A passenger action incident at West Hampstead necessitated the station's closure from 16.55 to 19.45. The timetabled West Hampstead reversers were detained at Finchley Road and picked up passengers there on the way back. Points failing at Praed Street Junction suspended the C&H Edgware Road to Hammersmith, the District Line east of High Street Kensington and the outer rail Circle Line, all from 20.50 until 21.50. Two trains stalled approaching Praed Street Junction (one H&C and one Circle Line) were authorised to return to Paddington (Suburban) and Paddington (Circle) respectively, both completed by 21.10.

On **Saturday 30 June**, a signal failure eastbound at Farringdon from 19.25 suspended the Metropolitan Line into the City and the outer rail Circle Line – the Hammersmith & City Line was suspended throughout for weekend engineering. Two eastbound trains were stalled between stations, that approaching Farringdon arriving at 19.50 and that approaching King's Cross at 19.55, with services then resuming. Earl's Court station closed from 00.05 to 00.30 because of a fire alarm activation.