

# UNDERGROUND DIARY

## JULY 2018 – Continued.

Aldgate East station remained closed until 06.50 on **Saturday 28 July** because of insufficient staff. An eastbound District Line train collided with a tree on the track on the approach to Southfields at 18.15, suspending services west of Parsons Green. Passengers on the train were detrained via the track to the station from 19.40, being completed by 19.55. There was negligible damage to the train (DM 21307) and once the tree had been removed, services resumed at 20.45. A skirmish by a group of hooligans on a southbound train between King's Cross and Angel at 23.40 spilled over onto the platform at Angel, with some of them trying to gain access to the Train Operator's cab. Services via the southbound City were suspended while police attended and dealt with the offenders with services resuming at 00.15. An informed source tells us that the Train Operator was traumatised but fortunately not injured. At midnight, an overlength engineer's train became stalled at Hanger Lane Junction, with the route towards Ruislip failing to clear. District and Piccadilly Line services were suspended through the area until 01.15. Two westbound District Line trains were stalled between Acton Town and Ealing Common for the duration while a Piccadilly Line train in the westbound platform at Ealing Common was reversed back into the depot. This allowed the engineer's train to return wrong line back to Ealing Common and then into depot.

**Sunday 29 July** is summarised thus:

- Old Street station closed from start of traffic until 07.45 – small track fire on the Great Northern side of the station.
- District and Circle Line trains non-stopped Victoria eastbound from 12.20 to 17.30 – excessive water ingress.
- Covent Garden station operated exit only from 14.05 to 16.15 – lift defects.
- Piccadilly Line suspended Acton Town – Hyde Park Corner 15.00 to 15.35 – SPAD at Hammersmith eastbound. The train was authorised to set back into the platform but then encountered a defect, accounting for the extended delay.
- Chancery Lane station closed 16.20 to 16.55 – local power failure.
- Hyde Park Corner station closed 19.55 to 21.25 – unusual smell in staff messroom.
- Goodge Street station closed 23.00 to end of traffic – insufficient staff.

**Monday 30 July** began with Goodge Street remaining closed from the start of traffic because of insufficient staff, opening for business at 06.55. The southbound City branch of the Northern Line was suspended from 07.15 to 08.20 because of a person under a train at Angel. Two Network Rail signals failing at Wimbledon Park suspended the District Line west of Parsons Green from 07.35 to 08.20. A loss of signalling control at Leytonstone at 08.25 suspended the Central Line between Liverpool Street and Newbury Park/Woodford. Two trains were stalled between stations, one on the eastbound and one on the westbound, both approaching Leytonstone and both until 09.20. Services resumed at 09.45. A Network Rail track circuit failure at Richmond at 18.00 suspended the Richmond branch of the District Line. A limited service from Turnham Green to Gunnersbury resumed from 19.10 with full resumption at 19.30. Piccadilly Line trains non-stopped Wood Green from 21.25 until 22.00 because of an altercation between passengers in the ticket hall.

On **Tuesday 31 July**, a SPAD by a westbound District Line train at Earl's Court at 07.25 brought the service to a stand with blocking back of trains consequently delaying the Circle Line. Services were on the move at 07.55. Eastbound District Line trains non-stopped Victoria from 08.25 to 09.45 because of a repeat instance of water ingress. Lift defects necessitated Holland Park station closing from 10.05 until 11.00. Two signals failing eastbound at Farringdon from 19.50 suspended the Metropolitan Line into the City, with the Circle and Hammersmith & City lines continuing under failure conditions. With clear signals at 20.15, the Metropolitan Line resumed at 20.55. At 21.25, points failing at Kennington suspended the Northern Line between Morden and Moorgate. The service suspension was extended from Moorgate to Camden Town from 21.55 when points then failed at Moorgate. Once an obstruction had been removed from points at Moorgate, the service resumed on the southbound between Camden Town and Morden at 22.50, with the northbound resuming at 23.25. A total of 24 train were cancelled until the close of traffic.

A southbound Bakerloo Line train was unable to berth correctly at Paddington at 09.15 on **Wednesday 1 August** because of a 'no movement' defect, suspending the Bakerloo Line south of Queen's Park. Its passengers were detrained onto the platform via the outside door 'butterfly' cocks. Once movement had

been gained, the train departed empty to London Road Depot, with services resuming at 10.00. One southbound train was stalled approaching Paddington throughout. The Metropolitan Line was suspended between Wembley Park and Harrow-on-the-Hill from 11.10 because of a person under a northbound train at Preston Road. One train was stalled approaching Harrow-on-the-Hill until 11.55, with services resuming at 12.15. A signalling problem between Bond Street and Baker Street on the northbound Jubilee Line, suspended the service between Waterloo and Finchley Road from 20.25 to 21.45. An informed source tells us that a discarded 'shoe' from a train damaged signalling equipment. Some 14 trains were cancelled in consequence.

On **Thursday 2 August**, a Network Rail signal failure at Wimbledon from 15.40 suspended the District Line west of Parsons Green. Services resumed as far as Wimbledon Park at 16.25 and to the terminus at 17.00. At 17.45, a westbound train stalled at Lancaster Gate, suspending the Central Line between Marble Arch and White City. Once on the move at 18.15, the train continued empty to White City (west) siding in restricted manual mode arriving at 18.40, from when through services resumed. Service recovery was hampered by a loss of signalling control at White City for 15 minutes from 21.40.

A points failure at Waterloo suspended the Waterloo & City Line from 08.50 on **Friday 3 August**. One westbound train stalled approaching Waterloo was authorised forward and detrained through the train in the platform. Services resumed at 09.45. The Piccadilly Line suffered from a lack of Train Operators throughout the day, with between five and ten trains cancelled. The only other incident was a 20-minute delay to the northbound Northern Line at 22.05 because of a defective train at Moorgate.

On **Saturday 4 August**, continuing problems with the Central Line's 1992 Tube Stock resulted in nine cancellations during the maximum 'busy' period in the late afternoon. Points failing north of Mornington Crescent (where the Edgware and Barnet branches split) caused High Barnet trains to be diverted to Edgware from 19.10 until 19.50. A loss of signalling control between Hornchurch and Upminster delayed the last six eastbound trains destined for Upminster Depot. All six trains were authorised to proceed in turn through the failure area, the last of the six stabling at 03.10 instead of 01.55.

A person under a westbound train at Alperton on **Sunday 5 August** suspended the Piccadilly Line between Acton Town and Uxbridge from 07.25 until 08.40. Points failing southbound at Seven Sisters from 10.15 suspended the Victoria Line north of King's Cross. One train stalled on the southbound approach to Seven Sisters was authorised to return to Tottenham Hale, arriving at 10.50. Services resumed as far as Seven Sisters at 11.00 and to Walthamstow Central at 11.15. (The failure repeated itself approaching the close of traffic, causing a further 20-minute delay from 23.45). Throughout the weekend, District Line trains were reversing west to east at South Kensington because of engineering work. At 19.40, however, a fire alarm activation at South Kensington necessitated the station's closure. In consequence, trains were detrained westbound at Sloane Square, ran empty to and from South Kensington, entraining again at Sloane Square eastbound. The station reopened at 20.00. (Piccadilly Line trains non-stopped throughout).

Northern Line services were late starting up on **Monday 6 August** because of a member of the night patrol staff being unaccounted for at the start of traffic. Services were thus suspended on the Barnet branch and on the City between Camden Town and Moorgate until 06.25. Northbound Metropolitan Line trains diverted via the fast line between Wembley Park and Harrow-on-the-Hill from 13.05 until 13.55 because of a person ill on a northbound train in the local platform at Wembley Park. The Bakerloo Line was then disrupted with points failing at Queen's Park from 14.45. There were a number of instances of the service being held, with progress through the failure area painfully slow, until fixed at 16.30. Belsize Park station closed from 17.00 to 18.30 when two lifts became defective, one of which had passengers inside until 17.50. Points failing at Watford South Junction from 17.20 caused an initial 25-minute delay. Amersham and Chesham all-stations trains were diverted via the northbound 'main' until 20.15. Tufnell Park station closed from 22.20 to 23.05 following a fire alarm activation. Finally, a loss of signal control at Northfields from 00.15 suspended the service to and from Heathrow, with blocking back also affecting the Rayners Lane service. A signal failure at Acton Town at 00.30 then suspended services west of Hammersmith, with westbound trains east thereof being held in platforms. The Acton Town failure was cleared at 00.55 with that at Northfields at 01.05. An error in the signalling the last westbound train to Uxbridge from Acton Town created a further 20-minute stand. In consequence, the last trains were late, 30 minutes to Uxbridge and 45 minutes to Heathrow.

**Tuesday 7 August** began with a multiple signal failure on the westbound approach to Bow Road from 05.35, with the Hammersmith & City Line suspended east of Moorgate from 06.00. The fault cleared

itself by 07.00 but the Hammersmith & City Line remained suspended until 08.00. A total of 14 District Line and eight H&C trains were cancelled in consequence. Goodge Street station closed from 17.00 until 18.20 because of lift defects. A person under the last northbound train at Goodge Street at 00.45 resulted in the last train to Edgware being cancelled from that point. The incident train departed empty to Golders Green Depot at 01.40.

The only notable event on **Wednesday 8 August** was a defective Docklands Light Railway train at Bank at 19.15 with smoke coming from underneath it. The Bank / Monument station complex was closed and the Waterloo & City Line (and DLR) suspended. Bank / Monument reopened and the Waterloo & City Line resumed at 20.10. The DLR side reopened at 20.40 once the defective train had been moved.

On **Thursday 9 August**, an overnight track worker was unaccounted for at the start of traffic in the Leytonstone area and the service failed to start up between Liverpool Street and Newbury Park/Woodford until 06.20 while a search was undertaken. At 05.20 the level crossing gates at the south end of Neasden Depot failed in the mid position, preventing eight Metropolitan Line and two Jubilee Line trains from entering service. The cancelled trains came into service later from the north end of the depot. Three signals failing on the westbound District Line at Victoria from 06.50 resulted in the outer rail Circle Line being suspended until 07.30. Six trains were cancelled in consequence, split between the two services. The Piccadilly Line continued to suffer with a lack of Train Operators, especially during the peak periods and as usual, it was the Rayners Lane/Uxbridge service that suffered most from the cancellations. Lift defects necessitated the closure of Borough station from 12.15 to 13.05 – passengers were trapped in one lift until 12.50. Also at 12.15, a signal failure on the eastbound District Line east of Acton Town suspended the Ealing service until 12.40, from when a restricted service was reinstated until clear at 15.00. A heavy rain storm flooded the Hammersmith & City Line station at Hammersmith at 17.55 with trains detraining at Goldhawk Road and running empty to and from Hammersmith until 20.50. The District Line was further in trouble from 18.50 with a signalling problem and positive traction earth in the East Ham area. The Hammersmith & City Line was suspended east of Plaistow to begin with but east of Moorgate from 21.45 – Plaistow was needed to reverse the District Line service from then, being suspended between there and Upminster while a section of damaged cable was replaced. Both the H&C and District Line resumed at 23.00, with seven and 20 trains respectively cancelled. An unattended item on a westbound Jubilee Line train at Canada Water at 19.00 suspended the Jubilee Line between Canary Wharf and London Bridge until 19.50. Three westbound trains were stalled between stations, one until 19.25, a second until 19.30 and a third for the duration. The day ended with Aldgate East station closing from 00.05 until the end of traffic because of insufficient staffing levels.

A track circuit failure at Amersham from 07.30 on **Friday 10 August** resulted in Metropolitan Line trains having to reverse north to south in platform 1, rather than via the sidings, sharing this platform with Down Chiltern trains. It wasn't until 16.20 that platform 2 was returned to use, with one of the sidings available an hour later. The other siding was returned to use by 20.30. Points failing at Baker Street from 08.15 suspended the Metropolitan Line south of Wembley Park. Four trains were stalled between Finchley Road and Baker Street, the last in the queue reaching Baker Street at 09.10. A restricted service resumed to Baker Street at 09.55 but another 25-minute suspension took place from 11.50 for further work on the problem. Through services to the City resumed at 12.45 but platform 4 at Baker Street was unavailable for the rest of the day. Another cable fault at the east end of the District Line at 20.40 caused a signal failure at Barking, suspending the District Line east of East Ham and the Hammersmith & City Line, initially east of Plaistow and then east of Moorgate. With points secured, a limited District Line service resumed at 22.00 with trains running eastbound via the sidings. The Hammersmith & City Line resumed at 22.45 but it wasn't until the 'small hours' that clear signals were obtained. With trains blocking back to the Aldgate area, the last train stabled in Upminster Depot at 04.15.

**Saturday 11 August** may be summarised as follows:

- Metropolitan Line suspended from start of traffic Rickmansworth/Watford – Northwood because of a signal failure at Watford North Junction. Services began at 06.15.
- Local power failure at Camden Town from 07.15 affecting signalling in the area. Northern Line suspended Golders Green/East Finchley – Charing Cross/Moorgate until 08.05. Two trains were stalled on the southbound approach to Camden Town throughout.
- Wimbledon branch of the District Line suspended 08.20 to 09.25 – track fire at Fulham Broadway. One eastbound train stalled approaching East Putney was authorised to return to Southfields, arriving at 09.00.

- Signal failure on the westbound approach to Barking from 09.25 – District Line suspended east of Barking and Hammersmith & City Line reduced service east of Moorgate. Two trains were stalled between stations, one authorised to return to Becontree by 10.05 and the other approaching Barking until 10.50, when the failure was clear and services resumed.
- East Ham station closed 10.00 to 10.30 – passenger altercation.
- Two Network Rail signals failing at Stonebridge Park from 18.00, with a reduced Bakerloo Line service in consequence. Service suspended north of Queen's Park from 18.40 to 19.30 while engineers attended.

On **Sunday 12 August**, Caledonian Road station closed from 06.30 because of a lift stalled in the shaft. The passengers within were released after 20 minutes and the station reopened at 08.15. Two signals were reported as failing on the eastbound approach to Bow Road at 14.05. There was no suspension as such but the Hammersmith & City Line was thinned east of Moorgate until fixed at 15.30 and progress through the area was slow.

Two stations were late opening on **Monday 13 August**, both for insufficient staff – Camden Town opened at 06.00 and Goodge Street until 07.10. A signal failure eastbound at Earl's Court delayed the Piccadilly Line from 09.50. After an initial 15-minute delay, trains then worked through the area under failure conditions until fixed at 11.15. Plaster and masonry falling from the roof of the outer rail platform at Bayswater resulted in trains non-stopping on the eastbound/outer rail from 14.10 right through until the close of traffic.

On **Tuesday 14 August**, what was at first reported as a terrorist incident in Parliament Square close to Westminster necessitated the station's closure for entry and exit from 08.15 but remaining available for interchange. The station fully reopened at 13.25. Tufnell Park station closed from 14.40 to 15.20 because of lift defects, while Tooting Broadway station closed from 18.55 to 19.20 because of a fire alarm activation.

There was one serious incident on **Wednesday 15 August**, which began at 09.35 when the signal main current was lost west of Eastcote because of a power surge. The Metropolitan Line was suspended west of Rayners Lane and the Piccadilly Line west of South Harrow. One eastbound Metropolitan Line train became stalled after departing from Uxbridge and after points had been secured, arrived at Hillingdon at 10.35. A number of signalling equipment 'code generators' had to be sourced and replace those that were damaged in the surge. Services resumed at 14.45. (*Your reporter has never seen the U1 buses between Ruislip and Uxbridge so full of people for such a long period!*).

**Thursday 16 August** offered the following:

- Tottenham Hale LU station closed 11.20 to 11.55 – fire alarm activated.
- Euston LU station closed 12.15 to 12.45 – fire alarm activated.
- District Line suspended east of High Street Kensington and inner rail Circle Line suspended from 12.35 – signal failure at Edgware Road. Services resumed at 13.40. Nine trains cancelled in consequence.
- Signal failure on the northbound approach to Finchley Road from 13.55, with delays and cancellations in consequence. Several trains were terminated southbound at Harrow-on-the-Hill and reversed in Neasden Depot, while some late running Amersham and Chesham trains were diverted to run via the fast/main lines, and with others turned short at Ruislip, all to overcome the late running. Clear signals were obtained at 15.15.
- Piccadilly Line suspended Arnos Grove – King's Cross 15.35 until 16.40 – person under a westbound train at Wood Green. One train was stalled approaching Wood Green throughout, its passengers being taken on to Turnpike Lane as Wood Green station remained closed until 17.05. Some 25 trains were cancelled for the evening peak.
- A passenger altercation at Dagenham Heathway spilled onto the track at 23.30, suspending the District Line east of Barking until 00.10. Two trains were stalled approaching Dagenham East for the duration, one in each direction.

The Bakerloo Line was suspended north of Stonebridge Park from the start of traffic on **Friday 17 August** because of a late finish to Network Rail overnight engineering at Hatch End. Although the all clear was given at 06.10, the service north of Stonebridge Park remained suspended because of multiple track circuits failing on both roads at Kenton. A section of cable had to be replaced with services to Harrow beginning at 12.20. The day ended with a 20-minute delay on the C&H at Shepherd's Bush Market because of a person trackside and a SPAD eastbound at Gloucester Road at midnight. In this

instance, the eastbound service was suspended with two trains stalled between stations until service resumption at 00.40. Insufficient staff meant that the (late) last trains were unable to call at St. James's Park, Tower Hill and Aldgate East.

On **Saturday 18 August**, a lack of a signal operator at Rickmansworth from 07.45 saw the cabin put into 'king' (automatic working) and the Watford branch service reversed north to south at Northwood. There is some debate and confusion as to whether there was a 'suspension' as such, but notwithstanding, there was no service from Watford for some 30 minutes. At 19.45, an inner rail Circle Line train had door closure problems at Aldgate. It was detrained but had to wait until another member of staff arrived to travel 'guarding' the open door. It departed empty at 20.15 and in the meantime the two inner rail Circle Line trains were turned short / diverted, giving a 40-minute gap in the Circle Line service, which was quickly recovered.

**Sunday 19 August** began with the suspension of all SSR services through Edgware Road from the start of traffic because of points failing. The Circle Line was suspended completely, the Hammersmith & City Line west of Baker Street and the District Line east of Edgware Road. Services began (on the Circle Line) and resumed (on the H&C and District lines) at 08.10, by which time 13 trains had been cancelled. In the meantime, the District Line was suspended from Earl's Court to Ealing and Richmond from 07.30 until 08.20 because of points failing at West Kensington. Just after the service on the C&H had got back to normal, another signalling problem at Edgware Road from 11.55 suspended services as hitherto until 13.00, and in this instance six District and 10 C&H trains were cancelled. On the Northern Line, a local power failure necessitated the closure of Tufnell Park station from 15.25 until 21.00. The passengers inside a stalled lift were released after an hour. Three signals failing on the westbound in the Ruislip Manor area from 18.50 set the Metropolitan Line into 'delays' mode, with the Piccadilly Line suspended west of Rayners Lane. With clear signals by 20.40, the Piccadilly Line resumed at Uxbridge at 21.10. A passenger altercation at Upton Park meant that westbound trains non-stopped from 21.05 until 21.40. The day ended with two signals failing on the westbound approach to Earl's Court on the District Line from 22.45. A further signal failure at West Kensington approaching the close of traffic had little effect on the remaining passenger services.

The Bakerloo Line was unable to start up south of Piccadilly Circus until 06.30 on **Monday 20 August** because of points failing at Lambeth North. Later in the day, a signal failure on the southbound local line at North Harrow from 13.40 caused delays to Metropolitan Line services, with southbound trains from Amersham and Chesham being diverted via the southbound main. A section of cable was replaced and clear signals obtained at 17.45. A further signal failure at Regent's Park from 15.50 set the Bakerloo Line into severe delays mode, resulting in ten trains cancelled for the evening peak. The remaining trains continued through the area under failure conditions until fixed at 17.05. Jubilee Line trains non-stopped Kingsbury from 22.00 until 23.20 because of a firearm incident close to the station.

On **Tuesday 21 August**, there were two late finishes to overnight engineering work. The first was on points at West Kensington which prevented services starting up between Ealing/Richmond and Earl's Court. Moreover, the lack of trains (13 trains cancelled in consequence) also caused very extended gaps on the Wimbledon line and through the central area on the eastbound. Services began at 06.30. The Piccadilly Line's problems also involved points at Hatton Cross, with no service west of Northfields until 05.40. Another local power failure at Tufnell Park required the station to close from 12.55, this time being caused by a defective cable. The road outside had to be dug up before it could be replaced, with the station remaining closed until 00.15.

An intermittent signal failure just north of Baker Street on **Wednesday 22 August** began at 14.55 caused an initial 15-minute delay to the Metropolitan Line. The failure reoccurred on and off, but at 18.00 it was necessary to suspend the service south of Wembley Park. Five trains were stalled between Finchley Road and Baker Street, arriving in turn at the latter from 18.30, the last at 18.45, from when services resumed.

**Thursday 23 August** kicked off with defective northbound Bakerloo Line train at Baker Street at 07.00, with train being held in platforms until clear at 07.25. Mornington Crescent station operated in exit-only mode from 07.40 until 09.25 because of lift defects. An overhanging tree between Oakwood and Cockfosters suspended the Piccadilly Line east of Oakwood from 14.05 until 14.40.

The only notable event on **Friday 24 August** was a points failure at Archway from 10.45, suspending the Barnet branch of the Northern Line until 11.35.

**To be continued in the next issue ...**