

# UNDERGROUND DIARY

## MAY 2012

**Tuesday 1 May** is summarised as follows:

- Oval station closed 06.05 to 17.05 (reopened exit only) and 17.20 (fully open) – escalator defects.
- Northern Line suspended Edgware – Camden Town 07.40 to 08.05 – signal failure at Golders Green (which began at 07.15).
- Eastbound Piccadilly and northbound Victoria Line trains non-stopped Finsbury Park 09.40 to 10.30 – flooding.
- Old Street station closed 12.00 to 12.30 – fire equipment defect.
- Bakerloo Line suspended north of Queen's Park 20.05 to midnight – Network Rail signal failure at Stonebridge Park.
- Victoria Line suspended south of Victoria 21.15 to 21.40 – points failure at Brixton.

On **Wednesday 2 May** the Bakerloo Line suffered with 'severe delays' from 09.25 to 12.30 because of another Network Rail signal failure at Stonebridge Park. The LU service north of Queen's Park was reduced to 3tph with those trains working through the area under failure conditions, with seven trains being cancelled at midday. A report of smoke in the tunnel suspended the Victoria Line south of Victoria from 13.25 to 14.45. The movement of trains at Victoria was limited because of the detraining and reversing procedures – the 24tph service was more than could be accommodated with blocking back on the southbound line approaching Victoria. The day ended with East Putney station closing from 22.20 until the end of traffic because of a local power failure. Then just after midnight there was a SPAD by a westbound train at East Putney which, coupled with problems with the incident train, suspended the Wimbledon branch until the end of traffic.

East Putney station remained closed at the start of traffic on **Thursday 3 May** because of a recurrence of the local power failure, opening for business at 05.50. Later in the day, insufficient lighting closed the eastbound platform from 19.30 until 20.30. Another local power failure closed Heathrow T123 station from 05.45 until 06.50. A passenger ill on a London Overground train at Gunnersbury suspended the District Line's Richmond branch from 09.00 to 09.25. A defective westbound Jubilee Line train at Westminster from 10.55 caused a 25-minute delay 'through the road' while it was moved at reduced speed to West Hampstead siding. With all 36 Victoria Line trains 'on the road' for the evening peak, a signal failure Euston on both tracks at 17.45 caused extensive blocking back on the approaches to the failure area until it was cleared at 18.40. A person reported trackside at Westbourne Park suspended the Hammersmith branch from 20.40 to 21.10.

Angel station failed to open until 06.55 on **Friday 4 May** because of escalator defects. A cracked rail on the westbound Piccadilly Line at King's Cross and a 5mph speed restriction imposed resulted in a number of cancellations throughout the day, reaching a maximum of 10 at one point.

The Heathrow branch of the Piccadilly Line was suspended from 13.30 to 14.00 on **Saturday 5 May** because of a person ill on an eastbound train at South Ealing. Weekend engineering work prevented trains from being diverted over the eastbound local line to Acton Town. East Ham station closed from 22.35 to 23.20 because of a passenger skirmish on the platforms, requiring police attendance.

The only incident of note on **Sunday 6 May** was a signal failure at South Kensington from 21.30, bringing the District and Circle lines to a stand for an hour.

There was nothing to note for Bank Holiday **Monday 7 May**.

**Tuesday 8 May** was thus:

- Victoria Line suspended north of Seven Sisters 07.20 to 07.55 – signal track circuit failure at Walthamstow Central. A repeat failure at 18.50 caused another suspension until 19.35.
- City branch of the Northern Line suspended 10.10 to 11.15 – report of person on the track at London Bridge.
- Central Line suspended Epping – Woodford 10.40 to 11.10 – defective train at Buckhurst Hill.
- The Bakerloo Line went into a 'split' service from 18.45 to 19.45 and again from 21.45 until the end of traffic because of a Network Rail points failure at Queen's Park.

The Victoria Line had a delayed start on **Wednesday 9 May** when an engineer's train was unable to return to the Piccadilly Line at Finsbury Park. Instead it was sent to stable in Victoria sidings,

enabling the service to start at 05.35. The combination of a signal failure on the northbound at Chorleywood and a defective Chiltern Railways train in the same area, suspended services north of Rickmansworth from 21.25 to 22.10.

**Thursday 10 May** began with a signal failure on the southbound Metropolitan Line at Swiss Cottage disused station from 06.15. Trains struggled through the area under failure conditions and 10 trains were cancelled for the morning peak. This culminated with a suspension south of Wembley Park from 08.45 to 09.20 while repairs were effected. A smouldering cable under the platform at Hainault suspended the inner rail between Leytonstone and Woodford via Hainault from 09.40 to 10.10. Following an intermittent signal failure north of Baker Street from 15.45 of the 'minor delays' variety, service recovery was then hampered with a signal failure on the eastbound at Liverpool Street from 17.40. Services were suspended through the area from 18.15, although the Metropolitan Line had been terminating at Moorgate since the failure began. The Circle and Hammersmith lines resumed at 19.20 but the Metropolitan Line remained suspended to the City until 21.10 and even then running only as far as Moorgate for the rest of the evening. A multiple signal failure on the westbound at Putney Bridge suspended the District Line west of Parsons Green from 18.45 to 19.20. Theydon Bois closed at 21.45 because of a local power failure, remaining closed until the end of traffic. The day ended with a loss of signalling control at Wimbledon, suspending the service west of Putney Bridge from 23.25, effectively until the close of traffic, with the last train operating under failure conditions. One stalled westbound train approaching Wimbledon was authorised to return to Wimbledon Park.

The only items of note on **Friday 11 May** took place at Gunnersbury on the District Line. At 16.15 a SPAD by a westbound train caused a 30-minute delay but the service was suspended to and from Richmond from 18.00 to 18.40 while the track was checked for alleged rail adhesion problems. Points failing at Gunnersbury Junction then suspended the service to Richmond once again, from 20.50 to 21.45.

Insufficient staffing levels kept Temple station closed until 06.15 on **Saturday 12 May** while a local power failure prevented Gunnersbury station from opening until 07.25. A signal failure between Barking and Upney on the eastbound caused a 20-minute delay for the District Line from 14.00. The day ended with a person found on the track just west of North Acton Junction on the Ealing Broadway branch by the A40 road bridge. The Ealing service was suspended from 21.45 until 23.30.

**Sunday 13 May** was thus:

- Central Line suspended Leytonstone – Bethnal Green from start of traffic until 07.55 – signal failure at Stratford (the line was suspended Bethnal Green – Marble Arch anyway, for weekend engineering work).
- Seven Sisters station closed from start of traffic – local power failure. Part of the station opened at 09.05, the remainder at 12.20, only to close again at 13.20. A partial reopen took place at 17.20.
- SSR services suspended through Liverpool Street 12.15 to 13.40 and 14.15 to 14.45 – signal failure. Circle and H&C services continued under failure conditions with the Metropolitan Line terminating at Moorgate for the rest of the day.
- Metropolitan and Piccadilly lines suspended west of Rayners Lane 15.45 to 16.20 – operational problems in Ruislip siding.
- Westminster station closed 17.20 to 17.45 – fire alarm operated.
- Piccadilly Line suspended east of Oakwood from midnight, effectively until the close of traffic – signal failure at Cockfosters. One train stalled on the approach to Cockfosters was authorised to return to Oakwood, arriving at 00.55.

A northbound train stalled on departure from Brixton at 16.50 on **Monday 14 May**, suspending the service south of Victoria until the offending train had reached Victoria sidings at 17.30. Two signals failing on the northbound Northern Line at Charing Cross at 22.55 initially caused blocking back but services were subsequently suspended until 23.45.

**Tuesday 15 May** was not one of the Underground's best. On the District Line a cracked rail on points east of Earl's Court resulted in delays throughout the day, mostly in the 'severe' category, as a result of a 5mph speed restriction, a reduced service to and from Edgware Road, Ealing and Richmond, and a shuttle service between Barking and Upminster to aid service recovery. A similar problem, which went un-noticed information-wise (apart from the passengers caught up in it!) was another 5mph speed restriction on the southbound approach to Harrow-on-the-Hill, also resulting in

cancellations, blocking back and very slow progress through the area in the morning peak. At 15.45 the speed restriction was changed to apply to the trains from Amersham and Watford into platform 6 only, easing the situation somewhat. Other problems included:

- Piccadilly Line suspended west of Hounslow Central 12.10 to 12.55 – smoke from under a westbound train at Hatton Cross. After an all-clear from the fire brigade, the train was sent back to Northfields depot.
- Euston and Warren Street stations closed 12.55 to 14.05 – suspicious road vehicle between the stations.
- District and Piccadilly lines suspended through Stamford Brook 13.40 to 14.25 – police investigating a suspicious item.
- Defective eastbound Jubilee Line train at Bermondsey at 21.00. It eventually moved off in slow manual to the middle platform at North Greenwich, arriving at 21.55, from when through services resumed. In the meantime, services were diverted to Charing Cross (empty from and to Green Park, of course!) and reversed at London Bridge – the crossover at Waterloo still being out of use.
- An intermittent signal failure on the eastbound approach to Ealing Common from 20.25 resulted in the Piccadilly Line's Uxbridge trains being diverted to Northfields from 21.30 until 22.45 with only a 20-minute Rayners Lane service in consequence.
- A power surge at 23.08 affected lifts and escalators at several stations. Tottenham Hale and Walthamstow Central closed briefly, with Euston closing until 23.50. The other affected stations remained open.

Problems with platform edge doors on the westbound at Canary Wharf caused an initial 20-minute delay from 08.10 on **Wednesday 16 May**, the defect continuing intermittently until mid-morning. The Richmond branch of the District Line was suspended from 09.10 for an hour because of Network Rail points problems at Gunnersbury.

Passenger alarms operated on an eastbound S Stock train leaving Moorgate caused a 20-minute delay to Metropolitan, Circle and Hammersmith & City Line services from 08.30 on **Thursday 17 May**. A traction earth fault at Wembley Park brought the Jubilee Line to a stand from 17.55 to 19.10, with services being reversed at Willesden Green and West Hampstead. Train crewing issues resulted in a 'special service' of 30 trains during the evening off-peak. The day ended with an eastbound A Stock train being unable to depart from Eastcote at 22.35, suspending the Metropolitan and Piccadilly lines west of Rayners Lane until 23.10. The offending train had to be propelled from the rear cab.

**Friday 18 May** was a 'many and varied' day, as follows:

- Westbound District Line platform at Victoria closed from start until 07.15 – flooding.
- 20-minute delay eastbound at Paddington (Circle and Hammersmith) from 07.50 – passenger ill on a train. The Metropolitan Line also had a 20-minute delay from the same time with a SPAD on the northbound at Neasden.
- Southbound Northern Line via Charing Cross suspended 10.00 to 10.30 – SPAD by a southbound train approaching Mornington Crescent.
- A signal failure on the westbound at Liverpool Street resulted in 'severe delays' for the Central Line from 10.20 and eight cancelled trains by midday.
- A defect on points nearest to platform 2 at Wembley Park discovered at 11.50 resulted in all northbound trains running via the fast line and omitting stops at Preston Road and Northwick Park. From 12.40, however, alternate southbound trains from Uxbridge were reversed south to north in Neasden depot to run northbound via the local line, giving the two stations an approximate 15-minute service, which continued for the rest of the day.
- Hyde Park Corner closed 16.05 to 16.35 – escalator defects.
- Victoria Line suspended south of Warren Street from 17.15 – defective northbound train at Green Park. Services resumed at 17.50 after the offending train had reached King's Cross siding.

The Ealing Broadway and Rayners Lane services were unable to start up until 06.00 on **Saturday 19 May** because of incomplete overnight signalling work at Hanger Lane Junction. A C Stock train in Barking bay platform was unable to move off westbound at 11.05 and in consequence the Hammersmith & City Line was suspended east of Plaistow until 12.15. The combination of insufficient Train Operators, late running and crewing issues at Edgware Road, resulted in congestion in the Edgware Road area from mid-evening, to the extent that the District Line's

Edgware Road service terminated at High Street Kensington from 21.30 for an hour to give some breathing space between trains and the 'mess' to be sorted out. The operation of a fire alarm closed London Bridge LU station from 21.10 to 21.45. Throughout the day, the District Line had a number of trains cancelled because of Train Operator non-availability.

Signalling problems at Wimbledon resulted in a reduced District Line service to the terminus during the early morning of **Sunday 20 May**. The Bakerloo Line was suspended south of Paddington from 14.20 to 15.00 because of a person under a northbound train at Charing Cross. A passenger deciding to go trackside at Bethnal Green at 20.45 suspended the Central Line west of Leytonstone (already suspended Bethnal Green to Marble Arch for weekend engineering) until 21.15. In the meanwhile at 21.00 police chasing a suspect at Redbridge then suspended the line between Leytonstone and Hainault until 22.15. Rayners Lane station closed from 21.15 to 21.55 because of a local power failure. Piccadilly Line trains scheduled to reverse at Rayners Lane continued to do so but detained passengers at South Harrow.

On **Monday 21 May** a loss of signalling control between Warren Street and Victoria from 14.15 initially had no impact on the service, with normal operation continuing in a 'blind' (as far as the control room was concerned) area. However, following two minor delays, it was decided to perform a 'reboot' for which services were suspended south of Warren Street from 15.40 to 16.10. Two signals failing on the eastbound at Farringdon from 14.35 caused delays for the Circle and Hammersmith & City lines, with the Metropolitan Line suspended between Baker Street and the City. There were two short suspensions while repairs were undertaken, with clear signals from 16.35, the Metropolitan Line resuming to Aldgate from 17.05.

**Tuesday 22 May** was one of those 'not so good' days for the Underground, best summarised (and edited!) as follows:

- Jubilee Line in 'severe delay' mode for the morning peak with 10 trains cancelled following overnight rail grinding work, which caused poor rail adhesion in the Green Park area. Green Park northbound non-stopped 06.25 to 08.30.
- Multiple signal failure southbound at Hampstead from start of traffic with trains having to pass the affected signals (with authority, of course!) under failure conditions until fixed at 07.05.
- What turned out to be a loose wire caused a signal failure on the southbound Victoria Line at Victoria from 06.15 which continued until clear at 11.45.
- Intermittent signal failure at Hanger Lane Junction from 09.10 affecting both District and Piccadilly lines, with Uxbridge trains of the latter being turned short at Ruislip and Rayners Lane until clear at 10.15. The Piccadilly Line's Uxbridge service was curtailed again for an hour from 15.15 with a multiple signal failure on the westbound at Sudbury Hill.
- District Line suspended east of Whitechapel 12.30 to 13.05 – signal failure westbound at Bow Road which continued until 14.40.
- The Hammersmith & City Line was suspended east of Plaistow from 11.35 – signal failure in Barking bay platform. It was then suspended east of Moorgate until 14.40 because of the Bow Road failure (above), when it resumed to Plaistow, and from 16.25 through to Barking. The H&C was suspended again east of Plaistow from 18.00 to 22.15 because of further problems at Barking.
- District Line's Richmond branch suspended 14.40 to 15.25 in consequence of a Network Rail signal failure at nearby South Acton.
- Piccadilly Line non-stopped Gloucester Road 14.20 to 15.40 – lift defects.
- District Line's Wimbledon branch suspended 19.00 to 20.00 – signal failure at West Brompton.
- Highgate station closed 19.35 to 21.15 – escalator defects.
- Signal failure Camden Town southbound (Barnet branch) from midnight, delaying the last southbound trains for 35 minutes.
- Waterloo & City Line suspended 20.35 until end of traffic (21.50) – signal failure at Bank. One train was stalled approaching Bank and was authorised to return to Waterloo, arriving at 20.55.

**Wednesday 23 May** could be described as 'even worse' with a major train failure on the Jubilee Line during the evening rush hour. But before that, however, a repeat signal failure at West Brompton suspended the Wimbledon branch of the District Line again, from 07.40 to 08.25. The Richmond branch was then suspended from 09.05 to 12.35 because of points failing at Gunnersbury Junction

while from 15.40 to 16.45 District and Piccadilly Line services were suspended through Ealing Common because of a multiple signal failure on the westbound.

Returning to the Jubilee Line, at 17.20 a northbound train stalled approaching St. John's Wood with 'traction package' problems. Because of the continuing non-availability of the crossover at Waterloo, services were suspended between London Bridge and Finchley Road. Two trains were stalled, the incident train and a northbound train behind (which was soon authorised forward to assist the stalled train). In the meanwhile, Metropolitan Line trains were organised to stop additionally at Willesden Green. A plan to use the train behind to push the defective train had to be cancelled after the couplers were found to be misaligned, so 'plan B' was to take all passengers back to Baker Street on the assisting train. By now, this train was also effectively 'dead' so the only option was to detrain both trains and walk their passengers forward to St. John's Wood. The east end of the line was suspended between Canary Wharf and London Bridge from 19.05 to 20.35 because of points failing at the latter. This trapped a westbound train approaching London Bridge which was authorised forward for detrainment through the leading car onto the platform, which was completed at 20.00. Back to St. John's Wood, with the majority of passengers detrained by 20.50, there remained a few who were unable to walk at track level. Therefore a track trolley from the Emergency Response Unit was used to take them forward to St. John's Wood, all being clear by 21.20. By 23.15 the assisting train was able to push the defective train to Neasden depot, where it arrived at 00.45, thereby disrupting what remained of the service between Finchley Road and Stanmore for the rest of the day. The service remained suspended between London Bridge and Finchley Road until the end of traffic and in general 12 trains operated at the north end of the line and 11 at the east end.

It goes without saying that the Evening Standard (like it or like it not) the following day had a bit of a field day. In it LUs Operations Director Nigel Holness said "... this is clearly not the level of service our customers have a right to expect ....". That must surely be the understatement of the year! And "TfL Chief Peter Hendy .... admitted there was bound to be more disruption during the Olympics". There's confidence for you ..... (but probably more like the reality).



**Above:** The offending train, sitting in disgrace on one of the 'Klondyke' roads outside Neasden depot the following day, taken from a passing train. Neither of the all-over-advert "Jubilee" trains initially had car numbers on the sides, only on the motor car solebars, and even some of those were missing.

**Photo: Paul Bradley**

Much of **Thursday 24 May** belonged to the District and Hammersmith & City lines, with various problems through the day. These began west of Barking just after 06.00 with a signal failure on the westbound until 07.05. The Hammersmith & City Line reversed east to west at Plaistow until Barking

bay platform was returned to use at 11.45. A signal failure between Temple and Embankment on the westbound from the same time then added to the problems. The latter problem proved difficult to fix and from 07.30 Piccadilly Line trains made additional stops (where they could) between Turnham Green and Hammersmith, with a limited Ealing – High Street shuttle implemented from 08.15. The number of cancelled trains at one time reached 20. Once the fault had been found, services were suspended between Whitechapel and South Kensington from 11.10 to 11.35 while engineers dealt. With District Line services a little sparse, the Piccadilly Line operated a one-train shuttle service between Acton Town and Ealing Broadway from 12.00 to 14.00 – train 354 was ‘borrowed’ from the Northfields – Arnos Grove service. The Wimbledon branch then became disrupted because of a signal failure on the eastbound at Wimbledon Park from 16.55, resulting in a reduced service west of Parsons Green until 20.45. In amongst all this, Chalk Farm station closed from 10.00 to 11.35 because of lift defects. Although a relatively ‘shallow’ station, the use of emergency spiral stairs was not possible because of coincidental flooding.

On **Friday 25 May** the Northern Line started up late at 06.10 through Camden Town because of a small fire in a fan shaft. There was a power surge on the National Grid system just before 17.00 which affected a number of stations and their lifts and escalators and also the Waterloo & City Line, which lost its signalling control and suspended the service until 17.40. Whether this was the cause of the loss of signalling control at Willesden Junction at 17.05 is unclear, but it suspended the Bakerloo Line north of Queen’s Park for 30 minutes. A traction earth on the Jubilee Line from 18.15 was eventually traced to be caused by discarded ‘shoes’ touching a positive rail. However, before the problem was identified (very late in the evening) it was necessary to limit one train in each direction in the section Baker Street – Finchley Road, impacting heavily on the service, with over 50% of it being cancelled mid-evening. A hoarding which fell onto the track near Kensal Green just after 19.00 was run over by a southbound Bakerloo Line train, suspending the service north of Queen’s Park initially but later just between Willesden Junction and Queen’s Park. The passengers on the incident train were ‘rescued’ by an empty northbound Bakerloo Line train, which was completed by 20.30. There was no service between Willesden Junction and Queen’s Park for the rest of the day, with the incident train returning to Stonebridge Park via Kilburn High Road soon after midnight. The foregoing is just a taster of what else went on during the day, although admittedly with less serious delays than already encountered.

On **Saturday 26 May** a defect on the platform surface at Barkingside meant that outer rail (westbound) trains non-stopped from 13.45 to 14.55, while Holland Park station had to close from 14.45 to 16.55 because of a burst water main outside. SSR services were suspended through Euston Square from 17.35 to 18.10 because of a defective westbound Metropolitan Line S Stock train.

**Sunday 27 May** was thus:

- District Line suspended west of Earl’s Court 07.20 to 08.00 – signal failure at West Kensington.
- Piccadilly Line trains non-stopped Gloucester Road from 10.50 – lift defects. A handful of passengers in a stalled lift were rescued via a ladder and out through the lift’s roof. Station reopened at 16.40.
- Kentish Town station closed 13.35 to 14.40 – passenger fall on an escalator.
- Jubilee Line suspended West Hampstead – London Bridge 15.10 to 16.05 – signal failure at Finchley Road.
- Hounslow West station closed 18.00 to 18.30 – unattended item in close-by retail outlet.

**Monday 28 May** kicked off with four separate District Line signal failures from the start of traffic – at Southfields, West Ham, Temple westbound and Westminster eastbound, the latter pair being related to the signalling associated with the floodgates at Embankment. Suffice to say that the District Line was variously suspended with each problem. The Southfields failure was clear by 06.00 but problems at West Ham continued until clear signals at 08.20. The Hammersmith & City Line, which had been suspended east of Moorgate since its beginning, finally began to Barking at 09.10. The failure at Embankment wasn’t clear until 09.30, with service recovery taking some time to achieve. There were 20 District Line and 13 H&C trains cancelled for the morning peak, while a reporter counted 13 extra D Stock trains in Ealing Common depot late morning. A person under a northbound Bakerloo Line train at Oxford Circus suspended services south of Paddington from 13.30 until 14.35 with Oxford Circus station remaining closed until 14.50. This incident resulted in just

seven trains in service as it drew to a close. A passenger taken ill on the northbound platform at Dollis Hill at 15.30 resulted in northbound trains non-stopping until 16.20, when the station closed completely. The station reopened at 17.55 but closed again between 18.20 and 18.40. .

**Tuesday 29 May** was as follows:

- Piccadilly Line Rayners Lane/Uxbridge service suspended from 06.45 – defective eastbound train at Sudbury Hill. Once the offending train reached Acton Town sidings at 07.35, services resumed.
- Bakerloo Line suspended Piccadilly Circus – Paddington 07.45 to 08.10 – defective northbound train at Edgware Road.
- Hammersmith & City Line suspended east of Moorgate 09.25 to 12.10 – signal failure eastbound at Bow Road. The District Line continued to run under failure conditions.
- Metropolitan Line suspended Baker Street – Aldgate 09.40 to 10.30 – signal failure at Aldgate. The Hammersmith & City Line was already suspended because of the problems (above) at Bow Road and therefore Moorgate wasn't available for reversing Metropolitan Line trains.
- Piccadilly Line suspended east of Oakwood 11.40 to 12.05 – signal failure at Cockfosters.
- Leicester Square station closed 12.40 to 15.00 – local power failure.

**Wednesday 30 May** began with a signal failure at Piccadilly Circus, suspending the Bakerloo Line south of Paddington until 06.15. A track defect on the southbound Metropolitan Line just south of Wembley Park resulted in a 5mph speed restriction imposed with eight trains cancelled for the evening peak. The Richmond branch of the District Line was suspended from 14.50 to 15.35 because of a defective London Overground train at Gunnersbury. An eastbound Jubilee Line train stalled approaching Canary Wharf at 15.15, suspending the service from Green Park and throughout the 'extension'. The offending train was moved to the middle platform at North Greenwich with services resuming an hour later, but it cost the evening peak 13 cancelled trains.

The District Line occupied much of **Thursday 31 May**, beginning with points failing at Ealing Common and Earl's Court and a multiple signal failure at Mansion House. Services began through Ealing Common 45 minutes late, at Earl's Court towards Gloucester Road at 05.55, and eastbound through Mansion House at 06.55. Effectively, the collection of these three eastbound failures meant little or no eastbound service through to Upminster – the inner rail Circle Line began at 08.00. A multiple Network Rail signal failure at Richmond suspended the Richmond branch from 14.50 with two trains stalled west of Kew Gardens in consequence. The second was authorised to return to Kew Gardens (arrive 16.00) but the leading stalled train didn't reach Richmond until 16.35. Services resumed at 17.15 but normality was short lived because of a defective train at Parsons Green, creating a 20-minute delay to the Wimbledon branch.