

# UNDERGROUND DIARY

## JULY 2014

There was nothing untoward to note for **Tuesday 1 July**.

On **Wednesday 2 July**, however, a southbound Metropolitan Line train stalled at Baker Street at 08.55, suspending the service to the City and delaying the Circle and Hammersmith & City lines. An attempt to 'run round' the train by diverting through platform 2 came to grief when that route failed. Services resumed at 09.30. A signalling systems failure at 09.30 caused all trains on the northbound between Morden and Kennington to come to an emergency stand, suspending the service between those two points and soon after between Morden and Camden Town via the City. Five trains were stalled between stations but all of them had reached platforms by 09.45. The City branch resumed at 10.05 but the affected section remained suspended until 10.40. An eastbound District Line train stalled approaching Earl's Court at 19.30, suspending the Ealing and Richmond services until 19.55.

Angel station closed at 07.15 on **Thursday 3 July** because of insufficient staffing levels, reopening at 08.05. An eastbound train was unable to depart from West Ruislip at 12.45 causing an eastbound suspension to North Acton until 13.30. The train eventually moved off in restricted manual mode to Ruislip Gardens, detrained and then reversed east to west at Northolt, thence returning to Ruislip depot. Piccadilly Line passengers joined the "Ealing Broadway club" when a westbound Rayners Lane train accepted a wrong signal at Hanger Lane Junction mid-afternoon and, much to their annoyance, took its passengers to "the Broadway". They returned to Ealing Common on a District Line train, to "try again"!

On **Friday 4 July** a SPAD by a Piccadilly Line train approaching Wood Green at 10.55 resulted in a 20-minute westbound delay while the train was authorised to set back behind the signal. A person under an eastbound District Line train at Aldgate East at 17.15 suspended the District Line between Mansion House and Bromley-by-Bow (wide area because of the traction current layout), the Hammersmith & City Line east of Moorgate and Circle Line (via the District Line side). One eastbound train was stalled at Minories Junction until 18.00. Services resumed at 18.05 with Aldgate East station reopening 20 minutes later.

Euston LU station closed from 11.55 to 12.50 on **Saturday 5 July** because of a fire alarm activated, while a lift stalled in the shaft (reportedly caused by 'passenger action') at Earl's Court at 21.40 trapped the passengers within until released at 22.45.

At 10.10 on **Sunday 6 July** a signal failure at Baker Street suspended SSR lines through the area, with two westbound trains stalled between Great Portland Street and Baker Street. The first in the queue was an S8 and was reversed in platform 6 back to the City. The second train reached Baker Street once the S8 had departed, allowing the Hammersmith & City and Circle lines to resume, but the Metropolitan remained suspended south of Wembley Park until 11.45. The outer rail Circle Line was later affected by a signal failure at Aldgate, causing a 20-minute initial delay from 19.10.

Knightsbridge station remained closed from the start of traffic on **Monday 7 July** because of a defect in the fire detection system, opening for business at 06.10. The only other event of note was a signal failure on the eastbound at North Acton, causing an initial 15-minute delay from 12.25, but with the service thinned out west of White City in consequence until clear at 13.30.

On **Tuesday 8 July** District Line passengers had an unexpected trip to North Ealing when a westbound train accepted a wrong signal at Hanger Lane Junction approaching the end of the morning peak. Once detrained the train went empty to South Harrow to reverse. (*A thought – what would happen if an S7 took a wrong signal at Hanger Lane Junction? Can they go to South Harrow to reverse?*). During the afternoon and into the early evening, northbound (Down) Chiltern services were delayed passing through Harrow-on-the-Hill because of a signal failure associated with a cable fault. Maida Vale station closed from 14.20 for an hour because of a local power failure. A signal failure on the westbound at Russell Square at 15.30 wreaked havoc on the Piccadilly Line timetable, with trains taking between 10 and 20 minutes to pass through the failure area. The inevitable 'special service' was implemented with a 15-minute shuttle between Acton Town and Rayners Lane and no Piccadilly service to Uxbridge. Although the failure was cleared by 16.45, there were still 16 trains cancelled for the evening peak and the Uxbridge service remained in the hands of the Metropolitan Line until 20.30. Because of late running and missed crew reliefs, there was much blocking back in both directions at Acton Town. Moreover, a wrong signal was offered to an

eastbound District Line train approaching Acton Town at 20.10 and when the correct route couldn't be obtained, it ran non-stop from Acton Town to Hammersmith to regain its correct route. Clapham South station then closed from 21.40 to 22.10 because of a fire alarm activated.

There was nothing untoward to note for **Wednesday 9 July**.

A southbound Northern Line train was only able to proceed in restricted manual mode at Burnt Oak at 08.20 on **Thursday 10 July**, effectively suspending the service north of Golders Green. The train eventually reached Golders Green depot at 09.15, allowing services to resume. What trains were north of Golders Green during the incident were worked station-to-station as the defective train progressed. Also at 08.20 a defective outer rail Circle Line train at South Kensington caused a 20-minute delay to the Circle and District lines. The finger of suspicion pointed at a sensitive door edge operation. A passenger altercation on a westbound Central Line train at Marble Arch at 19.15 resulted in a 25-minute delay to the western branches.

A loss of signal main current on **Friday 11 July** caused three signals at Mansion House to have no aspects from 10.55, with an eastbound train involved in a SPAD in consequence, but of course by no fault of the Train Operator – the train was authorised to set back behind the signal. That and a further eastbound train were stalled between stations, passengers being clear at 11.15 and 11.20, at which time services resumed, but its service repercussions felt well into the afternoon. On-going problems with the lifts resulted in Caledonian Road station closing from 20.25 until 23.05. Both lifts were stalled in the shaft, both with passengers, but they were all released very quickly.

Both ends of the District Line had late starts on **Saturday 12 July**. At the east end of the line the disruption, caused by defective pointwork at Barking, was not so great, with first trains 15 minutes late, but between Earl's Court and West Kensington, a defective road-rail vehicle had to be rescued by another, but then the combination could not initially get up the gradient into Lillie Bridge depot. First trains were 35-minutes late. The day was otherwise uneventful.

**Sunday 13 July** was thus:

- Metropolitan Line suspended south of Wembley Park and Jubilee Line suspended Wembley Park – Finchley Road (and onwards to Waterloo because of planned engineering work) 07.10 to 08.00 because of a signal failure at Neasden.
- District Line suspended Upminster – Dagenham East 18.40 to 19.40 – signal failure Hornchurch – Elm Park westbound. Once the incident train had cleared the failure area at 19.10, work began on rectifying the fault.
- Central Line suspended east of Debden 19.20 to 19.50 – defective westbound train at Theydon Bois. The train worked forward to Debden in restricted manual and was reversed and stabled in the siding.
- Turnpike Lane station closed 23.15 because of an alarm activated, reopening just in time for the last two eastbound trains.

**Monday 14 July** was uneventful until 11.40, from when the Victoria Line was suspended north of Highbury & Islington because of a person under a southbound train at Blackhorse Road. The operation of section switches at Seven Sisters enabled the service to resume as far as that point from 12.00, with the rest of the line at 13.20. Regent's Park station closed from 13.40 to 14.10 while staff dealt with a lift stalled in the shaft – the passengers within were cross transferred to the adjacent lift. The Waterloo & City Line was suspended from 17.45 to 18.25 because of a westbound train stalled with a tripcock problem approaching Waterloo. One other train was stalled between Bank and Waterloo until 18.15. Three signals failing between Upney and Barking westbound from 22.40 suspended the westbound service between Upminster and Barking. No trains were stalled but the (empty) incident train reached Barking an hour later, with subsequent trains having to proceed under failure conditions.

**Tuesday 15 July** began with a multiple signal failure on the northbound Bakerloo Line between Oxford Circus and Regent's Park at 07.10 bringing the northbound service to a stand. The incident train took some 25 minutes to pass through the failure area and in the meantime, two trains were stalled between stations – one approaching Oxford Circus (for 20 minutes) and the other approaching Piccadilly Circus (for 25 minutes). The fault was cleared at 07.50. Hounslow West station closed from 16.05 to 18.15 because of a local power failure. A SPAD by an eastbound train between West Ham and Plaistow suspended services through the area from 16.30, the District Line

between Whitechapel and Barking and the Hammersmith & City Line east of Moorgate. The fact that the incident train was close to pointwork, making it problematical to ascertain their position, and with the points from Plaistow bay platform already set for a train to depart, shut the job down completely. The incident train was eventually authorised to set back behind the signal and arrived at Plaistow at 17.20. One westbound train was stalled approaching Plaistow and was authorised to return to Upton Park, arriving at 17.20. Services resumed at 17.25.

A westbound District Line S7 train stalled leaving East Putney on **Wednesday 16 July**, having been only able to move in slow manual since 05.45 but 'expired' completely at 06.05 – it was already late departing from Parsons Green sidings. This suspended the District Line west of Putney Bridge with a reduced service between there and Earl's Court in consequence. Apart from the incident train, one other S7 train was stalled approaching East Putney. With no other trains in the way (in platforms) the second train was authorised forward (and detraining its passengers at East Putney on the way at 06.40) to assist the defective train. At 07.40 the passengers on the incident train were released by being transferred through the assisting train onto East Putney platform. Problems in coupling the two trains meant that movement (of both) wasn't possible until 08.30 but once clear of the point work movement was obtained on the incident train. The two trains were then uncoupled and both moved off under their own power, with services resuming at 09.10. Olympia had an unexpected visit by a train at the start of the evening peak. Points failing at Upminster at 15.30 meant that a train was delayed entering service and was thus diverted to Olympia to be back on time for its eastbound trip. A person ill on a westbound Jubilee Line train at Southwark caused an initial 15-minute delay from 10.20, but the station remained closed until 11.00 whilst ambulance personnel dealt with the casualty. Green Park station closed at 18.45 because of a fire alarm activated with all lines non-stopping. The Piccadilly and Victoria lines were able to stop from 20.15 with the Jubilee Line following at 20.50.

Nothing untoward occurred on **Thursday 17 July**. The Central Line had a handful of trains cancelled throughout the day because of defective rolling stock.

**Friday 18 July** was thus:

- Central Line suspended North Acton – Marble Arch 14.50 to 15.15 – points failure at White City. The Central Line also had cancellations throughout the day because of stock defects and staffing issues, reaching nine trains in the evening peak.
- District Line suspended Earl's Court – Wimbledon 13.15 to 14.10 – separate signal failures at Parsons Green and Putney Bridge, the latter causing delays until 15.30, well after the Parsons Green problem had been dealt with.
- District Line suspended Turnham Green – Ealing Broadway and Piccadilly Line suspended Acton Town – Uxbridge from 18.00 – loss of signalling control at Hanger Lane Junction (a problem which had been on-going since the start of traffic, but more disruptively from the start of the evening peak). A District Line train at Hanger Lane Junction was routed to North Ealing at 18.40, detrained and then sent empty to South Harrow to reverse. The Piccadilly Line was then suspended west of Hammersmith from 18.50 because of a track fire approaching Acton Town westbound. Services resumed at 19.30 but intermittent signalling problems continued until the end of traffic. Moreover, the Piccadilly Line was suspended east of Oakwood from 21.30 to 22.55 with a signal failure at Cockfosters. The upshot of all this was many cancellations, missed crew reliefs and late running, with gaps of up to 30 minutes in places to Ealing and Richmond. Moreover, trains in the Acton Town area had to be physically checked, to overcome the problem of wrong signals being offered and then 'releases' taken to provide the correct route – all of this was time-consuming and caused a considerable amount of blocking back. Because of the late running, the last eastbound train to High Street Kensington was cancelled, being so late and so far out of turn (remembering that last trains must be in timetabled order for safety reasons for intending track workers). Some of the last District Line trains were up to an hour late and some last Piccadilly Line trains were up to an hour and 20 minutes late.

The Central Line was late starting up from West Ruislip on **Saturday 19 July** because of incomplete work on points at the terminus. Trains entered service from the east end of Ruislip depot, picking up passengers at Ruislip Gardens until clear at 06.00. A signal track circuit failure at Brixton suspended the Victoria Line south of Victoria from 06.10 to 07.15. One train was stalled on the approach but only for a short period of time. Piccadilly Line services to Heathrow T5 were suspended from 12.10,

with trains reversing west to east at T123 until 13.55. The continuing 'scanning' issues with the signalling at the west end of the District and Piccadilly lines (from around 06.00) saw both services once again suspended through the area from 15.15, having been thinned out from late-morning. The District Line and the Heathrow branch resumed at 16.15 followed by services to Rayners Lane (diverted via the District Line westbound from Hammersmith) at 16.35. Further problems at Acton Town at 19.55 resulted in another 30-minute suspension of the Piccadilly Line west of Hyde Park Corner. The cancellations because of these problems peaked at 25 on the Piccadilly Line during the late afternoon and into the early evening. Service recovery was never achieved, with trains being short-tripped at Barons Court and Arnos Grove, with a shuttle being implemented between Arnos Grove and Cockfosters. At one time, all sidings at Acton Town were occupied with stabled trains because of Train Operators being 'over [driving] hours' because of the blocking back and late running, making short-tripping even more problematical. A signal track circuit failure just 'south' of High Street Kensington suspended the inner rail Circle Line from 19.35, with the incident (Circle Line) train diverted empty to Triangle sidings to reverse. The District Line to Edgware Road continued to operate and the Circle Line resumed at 20.50.

On **Sunday 20 July** points failing at Arnos Grove from 07.00 meant that trains couldn't exit the sidings, resulting in a handful of cancellations into the mid-morning. Much later in the day, two GBRF engineer's trains had been diverted away from their scheduled workings because of points problems at Harrow-on-the-Hill and thus needed to return to their schedule. For this to be done, the Piccadilly Line was suspended west of South Harrow from 22.15 to 23.50.

**Monday 21 July** was as good as trouble-free until 12.50, when a signal track circuit failure suspended the Waterloo & City Line until 14.00. Services on the Metropolitan Line were suspended between Northwood and Harrow-on-the-Hill from 16.15 for an hour because of a signal failure on the approach to Harrow-on-the-Hill. One southbound local train was stalled at Harrow North Junction until 17.10. District Line services to Richmond were suspended from 16.35 to 19.15 because of a Network Rail multiple signal failure at the terminus. At 18.55 points failing at Brixton suspended the Victoria Line south of Victoria, with the last of the three stalled trains in platform by 19.30. Services resumed at 20.00 after the removal of a tin can from the pointwork. Signalling (scanning) problems at the west end of the Piccadilly Line continued to cause grief during the day with significant gaps in the eastbound peak service, but more so late in the evening which was coupled with a lack of Train Operators at Arnos Grove.

The Waterloo & City Line was suspended from 09.10 on **Tuesday 22 July** because of a signal failure at Bank. Fortunately no trains were stalled and services resumed at 12.50. The Edgware branch of the Northern Line ground to a halt at 12.00 because of points failing at Golders Green. Two northbound trains were stalled, one arriving at Golders at 12.25, the other at 12.45. Services resumed at 13.00. A person under an eastbound train at Edgware Road at 15.15 suspended the Hammersmith & City Line west of Baker Street, the District Line east of High Street Kensington and the Circle Line in its entirety until 16.10. One stalled Circle Line train at Praed Street Junction was authorised to return to Paddington (Circle), arriving at 15.35. Points failing approaching Watford at 13.10 suspended the Metropolitan Line between there and Moor Park for an hour. One train stalled approaching Watford was authorised to return to Croxley, arriving at 13.30. The Central Line continued its recent trend with trains cancelled throughout the day variously because of defective rolling stock and insufficient Train Operators – 9 trains missing for the evening peak. .

The only blot on the landscape on **Wednesday 23 July** was the continuing stock and train crewing issues on the Central Line, causing cancellations throughout the day.

On **Thursday 24 July**, a northbound Northern Line train was unable to depart from Chalk Farm at 09.00 with a 'no movement' defect, suspending the Edgware branch until 09.35. A lift stalled in the shaft at Queensway resulted the station going into 'exit only' from 17.35 with passengers having to use the emergency spiral stairs because the other lift is out of service for maintenance until the end of the year. Once the passengers were released at 18.30, the station continued in 'way out' mode for the rest of the day.

*During the afternoon, on-going 'scanning' issues with the signalling at Acton Town resulted in incorrect train descriptions and wrong signals being offered, each one having to have a time consuming 'release' to set the correct route. Some 14 trains were cancelled for the evening peak. There were also staffing and stock problems on the Central Line with 10 trains cancelled for the*

*evening peak. Both problems caused extended gaps in the services on both lines – all to a ‘good service’ advertised to passengers.*

Incidents on **Friday 25 July** were many and varied, beginning with signalling scanning issues at Acton Town from early morning and throughout the day. 14 trains were cancelled for much of the day to ease congestion. A 30-minute stand at Ealing Common caused by a District Line train becoming gapped off current entering the depot at 10.40 also suspended the Piccadilly Line through the area until 11.10. Gants Hill station closed 13.30 to 16.45 because of flooding in ticket hall and escalator machine room caused by heavy rain and thunderstorms – Gants Hill is a regular to become flooded during heavy rain storms! The District Line was suspended to Ealing Broadway from 14.30 to 15.05 with a loss of signalling control at the terminus. There were further woes for the District Line from 15.35 because of a Network Rail signal failure at Wimbledon Park. The service was thinned by short tripping some trains at Parsons Green and diverting some others at Earl’s Court. Just before the failure was cleared, a westbound S Stock was proceeding through Wimbledon Park under failure conditions at 16.45, which meant ‘tripping’ past the starting signal. In doing so the train became gapped off current, with the service suspended west of Putney Bridge in consequence. The train stalled approaching Wimbledon Park was authorised forward and its passengers detrained by 17.35 and was then used to assist the stalled train. The 14-car formation was then reversed west to east and sent to Parsons Green sidings, arriving at 18.45, from when through services resumed. In the meantime, a signal track circuit failure at Walthamstow Central at 14.45 suspended the Victoria Line north of Seven Sisters until 15.15, again from 17.45 to 18.40 and once more 18.55 to 19.50. The day ended in the early hours of Saturday at 00.20 (but in Friday’s traffic day) with a person reported trackside at Leytonstone. Traction current was discharged for a track search and the eastbound service was suspended (with trains to the rear held in platforms) until 02.20.

**Saturday 26 July** was thus:

- Metropolitan Line suspended north of Northwood and Piccadilly Line west of South Harrow from start – problems with GBRf engineers trains for the weekend engineering possession. The Metropolitan Line started up north of Northwood at 05.35 and the Piccadilly Line west of South Harrow at 06.30.
- Central Line suspended Leytonstone – Liverpool Street 10.15 to 11.25 – dislodged masonry at the westbound headwall at Mile End. Services further delayed eastbound at St. Paul’s from 13.05 with a passenger altercation with station closed until 14.00.

The only incident of note on **Sunday 27 July** was the suspension of the Piccadilly Line west of South Harrow from 22.50 until the end of traffic because of a points run-through at Harrow-on-the-Hill, delaying engineers’ trains returning to Ruislip depot.

**Monday 28 July** will be remembered for the early-morning storms and consequential flooding, very specifically in the Uxbridge and Ruislip areas. With no service anyway west of Ruislip because of the ‘Uxbridge Blockade’, flooding near Ruislip siding caused a multiple signal failure and suspended the Metropolitan Line west of Rayners Lane from 08.10 with a number of Piccadilly Line trains being terminated short at South Harrow. Ruislip Manor station also had to close because of flooding (even though it had no train service at one point), along with South Ruislip on the Central Line (08.50 to 09.40). Services resumed to Ruislip at 12.20 and Ruislip Manor reopened at 13.00. Far worse of were the local roads, which soon became ‘gridlocked’ because of the closure of the A40 at Hillingdon. At the opposite end of the network, Upminster Bridge station also closed because of localised flooding (from 08.45 to 09.25).



**Above:** Flooding near Ruislip siding under the Central Line bridge (*Top Left*), and at Hillingdon looking onto the flooded and closed A40 with the Underground bridge passing over (*Top Right*). Two views of Ruislip Manor with passengers wading through the flood water (*Above Left*) and the water under the bridge (*Above Right*) which flowed into the station entrance and ticket hall.

Also, an unattended suspicious item on a train at Moorgate suspended all SSR lines through the area (Circle and Hammersmith east of King's Cross, Metropolitan Line into the City) from 17.40 to 18.05, with Moorgate station closed and Northern Line trains non-stopping.

On **Tuesday 29 July** a smell of burning between King's Cross and Russell Square westbound resulted in 'severe delays' for the Piccadilly Line while the problem was being dealt with and five trains cancelled for the morning peak. A signal failure at Waterloo suspended the Waterloo & City Line from 08.00 to 08.35. Two westbound trains were stalled between Bank and Waterloo and reached the latter in turn at 08.20 and 08.30. A multiple signal failure between Oxford Circus and Regent's Park on the Bakerloo Line resulted in a 35-minute stand from 11.45. The day ended with the Central Line suspended west of White City from 22.20 to 23.05 because of points failing at North Acton. Four trains were stalled between stations, each being cleared of passengers between 22.40 and 23.00.

A signal failure in platform 2 at Baker Street suspended the Metropolitan Line south of Wembley Park from 07.35 on **Wednesday 30 July**, trapping four trains south of Finchley Road. The last in the queue was reversed south to north via the crossover at Swiss Cottage disused station with passengers being returned to Finchley Road at 07.55. Although services resumed at 08.00, the effect on the failure was felt on the Hammersmith and Circle services, being caught up with stalled Metropolitan Line trains from the City. The Jubilee Line had a disturbed evening peak with a defective train westbound at Canada Water at 15.55. Having been detrained, it moved off at 16.10 and was reversed west to east at Waterloo, clearing the road at 16.40.

On **Thursday 31 July** the outer rail Circle Line was suspended through Aldgate from 12.45 to 13.35 because of the inability to signal trains over onto the District Line towards Tower Hill. The northbound Victoria Line platform at Green Park was closed from 19.00 to 19.35 because of a person taken ill on the platform.