

# UNDERGROUND DIARY

## JULY 2015

On the hottest day of the year to date, on **Wednesday 1 July** there were equally a number of problems, some weather-related, summarised thus:

- 20-minute delay Hendon Central southbound from 08.10 – person ill on a southbound train.
- Archway station closed 11.00 to 15.50 – passenger action. Finchley Central station also closed for a short time for police to check for the suspect.
- Reduced District Line service east of Barking from 11.30 – points failure at Upminster with only one platform available for use. The service was then suspended completely from 12.30 to 13.15 because of a further signal failure at Dagenham East. However, disruption continued until 15.30 because of signals also failing on the westbound at Dagenham Heathway.
- Southgate station closed (again!) 14.10 to 14.35 and yet again 22.05 to 22.30 – local power failure.
- Westminster station closed 14.25 for an hour – fire alarm activated.
- London Bridge station closed 17.40 to 18.15 – fire alarm activated.
- Archway station closed 17.35 to 20.20 – defect on fire alarm detection system.
- Piccadilly Line suspended Uxbridge – Acton Town 18.10 to 19.20 – signal failure eastbound at South Harrow.
- Further problems for the Piccadilly Line from 19.35 with points failing east of Acton Town. Eastbound trains were diverted via the eastbound District Line until fixed at 20.05. Service recovery took much of the evening to achieve.
- District Line suspended to Richmond 19.25 to 21.20 – Network Rail points failure at Richmond.
- Bakerloo Line non-stopped Paddington 23.15 to 23.45 – fire alarm activated.

Liverpool Street LU station closed from 07.15 to 07.50 on **Thursday 2 July** because of a fire alarm activated. A signal failure westbound at Dagenham East from 12.00 set the District Line into 'severe delays' mode. Once points had been secured, trains then worked through the area under failure conditions but with the time taken to do so, a reduced service operated east of Barking until clear at 14.00.

Signal failures at Parsons Green and South Kensington from the start of traffic resulted in early-morning delays for the District Line on **Friday 3 July**, the latter failure continuing intermittently into the afternoon. Brickwork from street level drilling fell onto the track at Aldgate and suspended the inner rail Circle Line from 14.00 to 15.30. Covent Garden station closed from 15.25 to 16.40 because of lift defects. A signal track circuit failure on the westbound at Ruislip Gardens suspended the Central Line west of Northolt from 16.40 to 17.05. There was a multiple signal failure between Knightsbridge and Hyde Park Corner from 17.55 until 18.50 – there was no suspension as such, just 'severe delays'.

On **Saturday 4 July**, a passenger ill on a northbound Northern Line train at Clapham North suspended the service between Morden and Kennington from 08.35 until 09.05. Ickenham station closed from 15.55 to 16.40 because of a local power failure. A fatal road traffic accident close to Holloway Road station necessitated its closure from 19.40 to 22.25. At 22.40 a signal failure between High Street Kensington and Triangle Sidings suspended the District Line's Edgware Road service. Three trains were stalled in the area. One westbound train was routed into Triangle Sidings and its passengers then taken back to High Street Kensington, arriving at 23.15. Previous to that the train stalled at the High Street home signal arrived at 23.05 and the one stalled on the eastbound line by Triangle Sidings arrived at 23.25. This then occupied three out of four platforms at High Street Kensington with a District Line train the westbound platform, which then put paid to the Circle Line service. Just after midnight the westbound flyunder road between Triangle Sidings and east of Earl's Court was found to be flooded, which turned out to be the root cause of the failure. The service thus remained suspended until the end of traffic.

**Sunday 5 July** began with the District Line suspended to and from Edgware Road because of the on-going flooding in the westbound flyunder east of Earl's Court. The Olympia shuttle was also suspended but additional Circle Line shuttles operated between Gloucester Road and Edgware Road. The water ingress was initially unable to be pumped out because the pumps had failed but later pumping tankers were called upon to remove the water once the source had been stopped. District Line services to Edgware Road began at 17.10. Other events of note included the suspension of the Bakerloo Line

north of Queen's Park from the start of traffic until 07.50 because of a person trackside at Harrow & Wealdstone. SSR services through Moorgate were then suspended from 08.45 to 09.15 because of a signal failure.

**Monday 6 July** was as follows:

- Eight Central Line trains cancelled for the morning peak – defective stock.
- District Line suspended east of Barking 14.50 to 15.20 – points failing at Dagenham East.
- Heathrow T123 closed (and trains non-stopped) 14.55 to 15.20 – fire alarm activated.
- Westbound Piccadilly Line trains non-stopped Manor House 16.35 to 17.05 – passenger ill on platform.
- Piccadilly Line suspended west of Northfields 17.05 to 17.40 – defective westbound train at Osterley.
- Baker Street station closed 24.00 to 00.30 – fire alarm activated.

On **Tuesday 7 July** an early-morning signal failure on the westbound at East Ham resulted in an initial 15-minute delay with subsequent trains working through the area under failure conditions until the fault was cleared at 06.10. A westbound Central Line train was unable to move off from Stratford at 08.40 with arcing coming from underneath it, suspending the service between Leytonstone and Liverpool Street until 09.10, when it moved off empty to reverse at Bethnal Green. Five trains were stalled between stations, all of which reached platforms between 09.00 and 09.10. A fire alarm activated at Bond Street closed the station from 14.05 to 14.45 with both lines non-stopping.

The discovery of an unexploded WW2 bomb near Wood Lane station on **Wednesday 8 July** suspended the C&H between Edgware Road and Hammersmith from 10.50 with White City Central Line station being closed. White City station reopened at 12.30 and the C&H resumed at 12.45. Service recovery was later hampered with a person trackside at Goldhawk Road, adding another 15-minute delay. At 16.25 the Piccadilly Line was suspended between Hyde Park Corner and Arnos Grove because of a person under an eastbound train at Caledonian Road with one train stalled to the rear. Services resumed at 17.10. Services related to the LU strike later in the day and also on **Thursday 9 July** will be found on pages 477-478 of this issue

Services resumed without incident after the strike from the start of traffic on **Friday 10 July** but not for long. First up was a signal track circuit failure at Aldgate which suspended the Circle Line and the Metropolitan Line into the City from 06.30 until 07.35. At 06.40 an eastbound Waterloo & City Line train was tripped entering Bank and was then unable to berth in the platform until 07.00. The train was subsequently worked empty to Waterloo depot and in consequence only four trains out of five were available for the morning peak. A person under a northbound train at Maida Vale at 09.05 suspended the Bakerloo Line throughout the LU section, with one train stalled off current north of Edgware Road for some 40 minutes. Services resumed at 10.10 but with Maida Vale station remaining closed until 10.40. The Richmond branch of the District Line was suspended from 09.50 to 10.30 because of a Network Rail points failure at Richmond.

The Victoria Line was unable to start up south of Warren Street until 06.20 on **Saturday 11 July** because of a late finish to overnight re-railing between Pimlico and Victoria. All SSR services through Farringdon were also suspended from the start of traffic until 06.35 because of a track fire west of the station on the westbound line. A signal failure westbound west of High Street Kensington suspended the District Line between Earl's Court and Edgware Road from 10.05 to 10.40. Two trains were stalled between stations until 10.35. The Central Line was suspended between Leytonstone and Liverpool Street from 20.50 because of a person under a westbound train at Mile End. Two trains between Stratford and Mile End were authorised to return to Stratford in turn (complete by 21.10) while a third arrived at Bethnal Green at 21.40. Services resumed at 22.05 and with 15 trains cancelled, the timetable in tatters until the end of traffic

There were no excursions from the norm on **Sunday 12 July**.



**Monday 13 July**, however, was a different ball game. It began with southbound Metropolitan and Chiltern services non-stopping Chorleywood from the start of traffic because of a platform defect at the north end of the southbound. A previous repair to loose platform nosing stones had proved to be ineffective because of the recent heavy rain and the affected area collapsed, requiring the area to be barriered off from public use for more permanent repairs.

Services were suspended north of Rickmansworth from 13.15 to 14.45 to enable the area to be made safe. The affected area is seen (Above) on Thursday 16 July 2015.

**Photo: Brian Hardy**

Other events of the day included:

- Waterloo & City Line started up late at 06.45 – rolling stock not available in time for the start of traffic.
- Points ‘failing’ at Aldgate from 06.15 preventing movement into platform 2 and causing delays for the Metropolitan and C&H lines. A piece of ballast was removed from the points enabling normal platform working at 07.15.
- Victoria Line suspended south of Warren Street 10.10 to 11.20 – person under a northbound Victoria Line train. Victoria LU station remained closed until 12.00. Three northbound trains were stalled between stations but all were dealt with within 15 minutes.
- Northbound City branch of the Northern Line suspended 13.45 to 14.50 – person under a train at Angel.
- A temporary 10mph speed restriction between Manor House and Turnpike Lane on the eastbound caused delays to the Piccadilly Line from 14.00, adding up to 15-20 minutes running time. However, it became necessary to cancel trains from the afternoon to alleviate the blocking back, with variously 10-25 trains cancelled until the end of traffic.
- Bank/Monument closed and Waterloo & City Line suspended 21.25 to 21.55 – fire alarms activated.

**Tuesday 14 July** began with another signal failure at Aldgate preventing C&H and Metropolitan Line services from starting up in the area until 06.00. Eastbound trains non-stopped Covent Garden from 07.55 until 10.15 because of lift defects. One lift remained in service in the meanwhile to cater for westbound passengers. A multiple signal failure on the eastbound between Covent Garden and Holborn set the Piccadilly Line into ‘severe delays’ mode from 10.30 with the service thinned in consequence. Once the failure had cleared there was a prompt return to timetable. Eastbound Central Line trains non-stopped Woodford from 20.25 until 21.45 because of an unsafe section of platform canopy, while a loss of station lighting at Parsons Green required the station to close from 23.50 until 00.25.

The District Line had a late start through Earl’s Court on **Wednesday 15 July** because of a late finish to overnight work in the westbound underpass east of the station. Services began at 05.35 except for the Edgware Road service as there was a signal track circuit failing – the underpass was found to be flooding again. The lack of trains led to some very extended gaps in the Wimbledon service at the build up to the morning peak. District Line services to Edgware Road began at 08.15. A problem with the fire detection system at Canning Town resulted in the station closing from 06.55 until 08.35, with Jubilee Line and DLR services non-stopping. A signal failure southbound at Mornington Crescent initially resulted in the service via Charing Cross being reduced by two-thirds (two trains in three diverted via the City) and then suspended from 12.50 to 13.20 while repairs were effected. Baker Street station closed from 20.50 to 21.25 because of fire alarms activated. Services on all lines non-stopped but Metropolitan Line Baker Street reversers ran empty from and to Finchley Road. Waterloo

LU station closed from 21.55 to 22.25 because of a fire alarm activated, with the Waterloo & City Line suspended in consequence.

On **Thursday 16 July** a signal failure on the westbound at Moorgate from 16.05 set the SSR lines into 'severe delays' mode for much of the evening peak, with nine C&H and nine Metropolitan Line trains cancelled for the evening peak, despite the failure being cleared at 17.15. The Piccadilly Line was suspended west of Northfields from 19.40 to 20.50 because of a person under an eastbound train at Boston Manor – no trains were stalled between stations.

There was an intermittent multiple signal failure at Ealing Common eastbound from 06.50 on **Friday 17 July** which continued through the morning peak until fixed at 09.00. Five Piccadilly and three District Line trains were cancelled in consequence. A defective inner rail Circle Line train caused a 20-minute delay at Mansion House eastbound at 09.00, which departed empty and was sent to Tower Hill bay platform. Just after midnight, a person ill on an eastbound H&C train at Liverpool Street caused the eastbound service to be suspended until 00.40, thereby delaying last trains.

Points failing at Brixton from 16.30 on **Saturday 18 July** resulted in trains only able to use platform 1 and a reduced service south of Victoria in consequence. Services were suspended south of Victoria from 17.00 to 17.25 while technicians fixed the fault. A signal track circuit failure at Baker Street from 18.50 suspended the Metropolitan Line into the City and the Circle and Hammersmith & City lines. One westbound H&C train and one Metropolitan Line train was stalled approaching Baker Street, both being authorised back in turn to Great Portland Street, the latter at 19.05 and the former at 19.25. Services resumed at 19.35.

Angel station was unable to open until 10.30 on **Sunday 19 July** because of a local power failure. The Metropolitan Line service to Aldgate was suspended east of Baker Street from 08.25 to 09.00 because of a signal failure at Aldgate. The C&H services continued under failure conditions. A signal failure eastbound at Rayners Lane from 10.10 suspended both Metropolitan and Piccadilly Line services through the area. Two stalled eastbound trains were authorised to return to their previous stations – a Piccadilly Line train back to Ruislip Manor and a Metropolitan Line train back to Eastcote. Services resumed at 11.05.

SSR services through Edgware Road were suspended from 11.25 on **Monday 20 July** because of a signal failure. Three trains were stalled between stations until 12.05, a third until 12.10. Services resumed at 12.40.



Another signalling problem on the eastbound at Rayners Lane occurred at 12.00, suspending services through the area once again. On this occasion the signal had been cleared for the Metropolitan Line route for a Piccadilly Line train. A signal 'release' was not effective and the train could not be put back into the siding either, so the only option was to send the train to Harrow-on-the-Hill, where it is seen arriving (*Left*) at 12.35, causing a long queue of trains behind it approaching Harrow.

**Photo: Richard Griffin**

One eastbound Metropolitan Line train was stalled between Eastcote and Rayners Lane, arriving at the latter by 12.40. Services resumed at 13.35. At 18.20 a westbound Waterloo & City Line train stalled across the crossover on departure from Bank. Two eastbound trains were stalled between Waterloo and Bank, the second of which was authorised to return to Waterloo. The first train reached Bank after the defective train was worked back into the platform at 18.50. Services resumed at 19.15.

**Tuesday 21 July** was one of calm and tranquillity, or such that nothing made headline news, as was **Wednesday 22 July!**

**Thursday 23 July** was thus:

- Central Line suspended White City – Leytonstone 08.35 to 08.55 – signal failure at Queensway (which had began delaying services from 06.45).

- Points failing at Aldgate – outer rail Circle Line suspended 16.50 to 17.50.
- Loss of Network Rail signal control on DC lines. No service Queen's Park – Harrow & Wealdstone 17.30 to 17.55.
- Jubilee Line suspended Finchley Road to Willesden Green 21.00 to 21.40 – person ill on a northbound train at West Hampstead.

The heavy rain was the cause of much of the disruption on **Friday 24 July**. The Metropolitan Line was suspended south of Wembley Park from 16.45 to 17.10 because of a signal failing on the northbound north of Lords disused station as a result of water ingress. The resultant tail-back of trains beyond Baker Street Junction also caused delays for the Circle and Hammersmith services. The C&H was then further disrupted, being suspended between Edgware Road and Hammersmith from 17.20 to 19.00 because of water ingress in Hammersmith signal cabin. Local flooding saw the eastbound District Line platform at Embankment close from 16.00 to 18.55, Stepney Green (eastbound) from 16.10 to 18.15 and West Ham closed completely from 16.20 to 16.45. Ealing Common station closed from 20.15 to 22.00 because of an incident close by to the station.

Apart from some flooding south of Harlesden in the underpass and consequent Network Rail signal failure, which caused delays for the Bakerloo Line between 09.30 and 10.45, **Saturday 25 July** offered nothing else out of the ordinary.

The only incident of note on **Sunday 26 July** was with an eastbound Central Line train at Mile End, that was unable to move off at 10.35, suspending the service between Liverpool Street and Leytonstone. Services resumed after the offending train, which moved off in restricted manual mode, reached the middle platform at Leytonstone at 11.20.

On **Monday 27 July**, points failing at Kennington on the southbound from 06.50 initially caused some delays and 12 cancellations for the Northern Line service, but further failures later in the day resulted in a suspension from Moorgate to Morden and Charing Cross to Kennington from 14.15 to 15.25. A temporary repair meant that south end services were 'segregated' for the rest of the day.

**Tuesday 28 July** saw a bad start for the District Line with a number of trains cancelled because of "train preparation" issues and the on-going overtime ban – seven were cancelled for the morning peak and eight for the evening. The Central Line didn't fare much better with five and six trains respectively cancelled, although these were believed to be for 'defects' rather than associated with the dispute. All of this was enough to make the local news, both in the Evening Standard and on TV, summarised as follows:

*In short the unions ASLEF and RMT have increased their action to short of a strike, and drivers are not taking trains into service they say have not had proper safety checks. London Underground has said the trains are being prepared safely, in some cases by managers. The company also said that it would send home any driver who refuses to take out a train and on Tuesday morning seven Underground drivers had been sent home without pay. The consequences of this could be dramatic in that sending home union drivers will rapidly 'raise the temperature around this dispute', of which there are a number of issues, which range from Night Tube, work-life balance (many extra unsocial hours because of it), pay and conditions, and station staff deployment following the cuts as ticket offices close as part of the Fit for Future programme. Not only that but there is also considerable anger about LU trying to change 'framework protections' – they are the agreements in place about where and how staff can work. Later in the day it became known that the drivers that were 'sent home without pay' would in fact be paid .....*

A Network Rail signal failure at Richmond from 14.30 suspended the Richmond branch of the District Line, trapping two trains between stations. One was authorised to return to Kew Gardens (by 15.00) and the other back to Turnham Green (by 14.50), the latter delaying the Ealing service while points were secured to complete the wrong direction move. Services resumed at 15.30. The Waterloo & City Line had to make do with three trains out of the five in service for the latter part of the evening peak, with two trains in depot having defects from early afternoon.

On **Wednesday 29 July** the Northern Line had a late start southbound south of Stockwell because an urgent track search was required between Balham and South Wimbledon. Southbound services began at 07.20. A person under a westbound train at Parsons Green at 18.30 suspended the Wimbledon branch of the District Line until 19.50.

Apart from a number of trains cancelled on the District Line for lack of serviceable trains (8 morning peak, 9 evening peak), **Thursday 30 July** was uneventful until 16.25 when a signal failure eastbound at Leyton caused the Central Line to go into 'severe delays' mode. A loss of ATO codes meant that a temporary speed restriction had to be imposed, allowing clear signals after a stand of some 20 minutes and the backlog of trains to be cleared.

On **Friday 31 July**, the southbound Northern Line was delayed for 20 minutes from 12.30 with a person ill on the platform at Tooting Broadway. The east end of the District Line was disrupted from 11.45 because of two signals failing on the westbound at Elm Park. Trains were able to continue under failure conditions, but selected trains were short-tripped at Dagenham East and Barking to alleviate any blocking back. It wasn't until 16.50 that clear signals were obtained and following this a signal failure westbound at Hornchurch just after 18.00 added to the delay in service recovery. Five trains were cancelled mid-afternoon and nine for the evening peak. The evening peak on the Jubilee Line was 'disturbed' with a defective train westbound at Canary Wharf from 16.35, causing an initial 30-minute delay and six trains cancelled. Then at 16.55 points failing at Rayners Lane suspended the Metropolitan Line between Harrow and Uxbridge and the Piccadilly Line west of South Harrow. Two trains were stalled between stations, one being authorised to return to West Harrow, the other being authorised to return to South Harrow. Once a defective block joint had been replaced, services on both lines resumed at 19.15. Nine Metropolitan Line trains were cancelled for the evening peak.