

UNDERGROUND DIARY

JULY 2019

Monday 1 July began with a 25-minute late start to the Waterloo & City Line because of no signalling staff at Waterloo. A person trackside near Woodford suspended the Central Line between Leytonstone and Loughton and between Woodford and Hainault from 11.15 to 11.55. The Northern Line was suspended north of Colindale from 12.45 to 13.10 because of points failing at Edgware. Platform 3 was taken out of use for the rest of the day with the service having to cope with platforms 1 and 2. A Network Rail points failure at Gunnersbury Junction suspended the District Line's Richmond branch from 16.40 to 17.40 and again from 18.45 to 19.45 when the failure repeated itself. A third failure caused another suspension from 21.20 until 22.45 with the cause of the problem unresolved. A fire alarm activation caused Whitechapel station to close from 19.10 to 19.40. Two signals failing on the eastbound at Hounslow West caused delays to the Piccadilly Line's Heathrow branch from 19.30. The service was suspended west of Northfields from 22.20 to 23.00 while repairs were effected.

Tuesday 2 July began with further problems with points at Gunnersbury, suspending the Richmond branch of the District Line right through until 12.30, during which time the offending points were secured for London Overground services. Further points problems at Edgware from 10.50 caused an initial 10-minute delay but with the loss of the use of platform 3 again for the rest of the day. At 13.30, a westbound train at Shepherd's Bush Market was unable to communicate with the new signalling system, and after departure from Hammersmith again at Goldhawk Road and Wood Lane. The overall gap in the eastbound service was thus 50 minutes. A trackside fire between Wimbledon Park and Southfields suspended the District Line west of Putney Bridge from 15.10 until 16.30. Signalling problems on the southbound at Kennington caused the Northern Line to go into 'delays' mode from 15.25, after an initial 20-minute stand for the incident train. Normal signalling was obtained at 17.15. Points failing at Bank suspended the Waterloo & City Line from 22.55, with one eastbound train stalled approaching Bank authorised to return to Waterloo, where it arrived at 23.30. The service resumed at 24.00 but last trains were cancelled because of outstabling arrangements at Bank.

Wednesday 3 July was thus:

- Northern Line suspended north of Colindale 11.35 to 12.00 – (repeat) points failure at Edgware with platform 3 out of use for the rest of the day (again).
- Belsize Park station closed 18.05 to 18.55 – lift defects.
- Two separate signalling problems caused 'severe delays' for the District, Circle and Hammersmith & City lines, first from 14.00 with a signal failure on the eastbound at Whitechapel which continued intermittently until 16.30, and another at Tower Hill and Aldgate East from 17.40, where multiple wrong train descriptions resulted in wrong signals being offered. Each wrong signal required a 'release', each one taking time, delaying services and service recovery further. Normality was restored late in the evening.
- Metropolitan Line suspended south of Wembley Park 23.10 to 23.50 – person trackside at Baker Street. Three trains were stalled between Finchley Road and Baker Street for the duration. With Metropolitan Line trains from the City approaching Baker Street, the delays also affected the Circle and Hammersmith & City lines.

On **Thursday 4 July**, the District Line's Wimbledon branch was disrupted from 13.25 because of a dog trackside at Parsons Green. The dog proved difficult to catch and was eventually rescued at West Brompton with services running freely again at 14.00. Service recovery on the District Line was hampered by a track fire east of South Kensington from 15.45 which was dealt with by 16.05. A Network Rail signal failure at Willesden Junction from 14.50 set the Bakerloo Line into delays mode, especially so north of Queen's Park where a special service was implemented from 17.45, with three trains Harrow – Queen's Park and 18 trains south from Queen's Park – between 8 and 13 trains were variously cancelled through the evening. However, services were suspended completely north of Queen's Park from 18.25 for an hour while repairs were undertaken. A person trackside at Hainault from 19.20 suspended the Central Line between Woodford and Hainault until 20.55, with three trains stalled between stations throughout. The Bakerloo Line was in further

trouble from 23.45 because of a track fire on the northbound at Regent's Park with services non-stopping, but then held for 15 minutes while the fire was extinguished. The traffic day ended in the early hours of Friday with a westbound train stalled existing the east sidings at Acton Town at 00.45. The train was authorised to return to the sidings, whereupon the signalled route for a second attempt exit failed. The train eventually departed to Rayners Lane some 75 minutes late.

Friday 5 July began with a signal failure in the Triangle Sidings area, suspending the District Line between Edgware Road and Earl's Court until 06.45. One train was stalled at the signal throughout. The Victoria Line was suspended north of Seven Sisters from 07.35 because of a person under a northbound train arriving at Walthamstow Central. Two stalled trains were able to be moved to platforms within ten minutes. Services resumed at 09.00 with ten trains cancelled in consequence. A repeat Network Rail signal failure at Willesden Junction caused the Bakerloo Line to be suspended north of Queen's Park from 14.45 to 15.25. Points failing at Waterloo suspended the Waterloo & City Line from 16.20. Once a point motor had been replaced, services resumed at 17.00. Smoke in an escalator machine room caused London Bridge LU station to close from 22.25 until 23.15 with both lines non-stopping.

Saturday 6 July offered the following:

- A late start to the Bakerloo Line north of Stonebridge Park by 55 minutes – lack of traction current in the Kenton area caused by a defective cable.
- Signalling problems southbound at Kennington from 08.30 causing 'severe delays' to the Northern Line service, initially via the City but soon spread to the whole line. Service suspended Camden Town – Kennington southbound via the City but it took until 10.05 to clear all the trains that were held in platforms. Services resumed at 15.20, with a total of 16 trains cancelled in consequence.
- Points failure at Brixton from 20.05 with a reduced service south of Victoria. Trains were only able to use one platform and that was under failure conditions. Service suspended south of Victoria from 20.55 to 21.20 while repairs were carried out.
- Leicester Square station closed 21.25 to 00.30 – defect on fire detection system.
- Marylebone LU station closed from 22.00 to 22.55 – defect on fire detection system
- Points failure at Golders Green from 01.00. Night Tube service suspended between Golders Green and Camden Town until 01.55.

The Metropolitan Line had a 50-minute late start between Chalfont & Latimer and Amersham on **Sunday 7 July** because of a points failure at the latter. Also starting up late were the District and Circle lines because of a late finish to overnight work at Triangle Sidings, services beginning at 07.05. Points failing at Heathrow T2,3 at 13.30 suspended the Piccadilly Line initially west of Hatton Cross and from 14.05 west of Northfields. Four trains were stalled in the tunnel between stations, that approaching PiccEx Junction from the T5 direction on the eastbound until 14.00, after a wrong direction move back to Heathrow T5 but that approaching the junction from T4 remained stalled there until that returned to T4 at 15.25. There were two other stalled trains on the westbound between Hatton Cross and Heathrow T2,3, the second arriving back at Hatton Cross at 14.50 and the first in the queue moving forward to Heathrow T2,3 at 15.10. Services resumed at 15.55, by which time 21 trains had been cancelled. A passenger ill on a southbound Northern Line train at Charing Cross suspended the southbound service via Charing Cross from 14.00. The train was moved to Embankment for further assistance enabling trains to reverse south to north at Charing Cross. Services resumed at 14.35.

Northern line 

Complete Northern line journeys by 21:30

Tuesday 9 July

To allow engineers to continue fixing a signalling fault, please complete all Northern line journeys by 21:30 and check before travelling on Wednesday morning.

Visit tfl.gov.uk to plan your journey and follow updates on Twitter @northernline.

I am extremely sorry for the disruption to your journeys.

Brian Woodhead
Director of Customer Service

NOT AT ALL NORTHERN LINE AND ZONE 1 STATIONS




Monday 8 July was very much a 'Northern Line day', with disruption for much of the day. Problems began with further train/signalling issues approaching the southbound at Kennington from the City at 06.10. By 06.40 it was necessary for services to be suspended between Camden Town and Morden via the City and south of Charing Cross. Remarkably, only one northbound train was stalled between stations and that reached Oval at 07.00. Although a limited number of trains were run through the Kennington area for testing purposes, services resumed at 09.55 but with 31 trains cancelled. Later in the day, a person ill on a southbound train at Tufnell Park suspended the Northern Line north of East Finchley from 16.40 and although this was resolved by 17.00, points failing at Archway from 16.55 kept the suspension in place until 17.55.

The Northern Line started **Tuesday 9 July** with further signalling problems at Kennington, now affecting both the Charing Cross and City branches and south of Kennington, all from the start of traffic. With the initial trains taking some 20 minutes to proceed through the area, the City branch was suspended but by 09.00 the whole line had to be suspended. A limited service was able to resume after the morning peak apart from the southbound City branch. Other suspensions took place during the day for various periods of time with trains

being turned short at Euston (City) and Charing Cross with no service south thereof. Trains cancelled varied between 16 and 20 for much of the day. However, it was decided to suspend the service during the evening for the problem to be resolved with the poster (*Above*) being produced. This implied that the line would close soon after 21.30 but in reality a limited service was provided from Edgware and High Barnet to Euston (City) and Charing Cross but only until just before midnight. Thereafter, four empty trains were worked to Euston (City), King's Cross and both southbound platforms at Camden Town for 01.00, standing by for when testing could begin. Other incidents on other lines throughout the day included:

- Holloway Road station closed 06.45 to 08.05 – lift defects.
- Bakerloo Line suspended north of Stonebridge Park 10.50 to 11.30 – SPAD at Harrow & Wealdstone by a Bakerloo Line train.
- Jubilee Line suspended West Ham – Stratford from 13.25 to 15.00 – points failure at Stratford. The service remained disrupted for the rest of the day, with a special service implemented because of severe blocking back – some 16 trains were cancelled in consequence for the peak and ten through to the end of traffic. An unusual station to close because of overcrowding was Southwark, which closed from 17.30 to 17.50.

Wednesday 10 July began with a trouble-free Northern Line and the day offering no excursions from the norm.

A track circuit failure at Upminster suspended the District Line east of Dagenham East from 13.10 on **Thursday 11 July**. With the queuing of eastbound trains back to beyond Barking, the Hammersmith & City Line was suspended east of Moorgate from 13.30. Services on both lines resumed at 14.00. Escalator defects caused Wood Green station to close from 18.05 until 18.30. The day ended with a signal failure at West Kensington at 01.00 preventing trains from stabling in Lillie Bridge Depot. Fortunately, all the last passenger trains had departed and thus the stalled trains were empty. Points were secured and trains began stabling under failure conditions from 02.25, the last arriving at 02.55.

On **Friday 12 July**, Holland Park station remained closed from the start of traffic until 06.15 because of insufficient staff. A person under a southbound Metropolitan Line train at Wembley Park suspended the Metropolitan Line south of Harrow-on-the-Hill from 15.50 until 17.20. A total of 19 trains were cancelled and Jubilee Line trains non-stopped Wembley Park for the duration. A signal

failure at Mile End on the westbound at 17.30 set the Central Line into severe delays mode. Trains were cleared from the area to allow engineers access to the track, with two 15-minute periods of the service being held. Clear signals were obtained at 19.30 by which time 24 trains had been cancelled. Just into Night Tube hours, a westbound Piccadilly Line train was unable to obtain normal speed departing Cockfosters at 01.20, causing a 25-minute delay to the westbound service.

St. Paul's station closed from 11.15 to 12.20 on **Saturday 13 July** because of escalator defects. The rest of the day then belonged to the Northern Line beginning with a track fire at High Barnet at 14.45, suspending the service north of Finchley Central until 15.05. In consequence, platform 3 was unable to be used for the rest of the day. This was followed by a repeat points failure at Archway from 15.05, suspending services between Camden Town and East Finchley and a reduced service north thereof.