

UNDERGROUND DIARY

JUNE 2024

On **Saturday 1 June**, a suitcase fell onto the Central Line track at Stratford at 14.45 and became wedged under an arriving westbound train, suspending the service between Leytonstone and Liverpool Street until 15.20. This was followed by a track fire at Upton Park at 16.10, suspending the District Line east of Whitechapel and the Hammersmith & City Line east of Moorgate. The consequential blocking back of trains also impacted on the Circle Line, which went into severe delays mode. Services resumed at 17.05. The Watford branch of the Metropolitan Line was suspended from 19.55 because a loss of signalling control in the area, with no service between there and Moor Park until the end of traffic. The only station closed was Chancery Lane (after 22.05 and through Night Tube because of a lack of staff).

There were no incidents of note on **Sunday 2 June**. However, because of the West Ruislip branch of the Central Line being closed for weekend engineering work, defective stock had to be concentrated through Hainault and thus the number of cancellations reached 11 (out of 60) on the late shift. Station closures included Chancery Lane (through Night Tube until 07.20 – lack of staff), Oxford Circus (08.05 to 08.35 – fire alert) and Cannon Street eastbound platform (21.30 to 22.20 – access doors vandalised).

The morning peak on **Monday 3 June** was perturbed on two lines. First was on the Victoria Line at 06.50 with points failing at Highbury & Islington. This caused the line to go into 'severe delays' mode with a special service of 22 trains for the morning peak. This was followed at 07.30 by a multiple signal failure on the westbound Piccadilly Line at Holborn and culminated in a service suspension between King's Cross and Hyde Park Corner from 08.20, widened to be Arnos Grove and Hyde Park Corner from 08.40. Through services resumed at 09.00. In addition, Oval station closed from 07.30 to 08.35 because of escalator defects.

Line train became defective at Finchley Road at 13.55 on **Tuesday 4 June** with a door defect, suspending the service south of Wembley Park until 14.30. Two trains were stalled approaching Finchley Road for the duration. Later, at 16.50, a track fire on the northbound Jubilee Line north of Finchley Road suspended the service between Waterloo and Wembley Park. The Metropolitan Line was also delayed, which had a knock-on effect back to beyond Baker Street, also delaying the Circle and Hammersmith & City lines. The Jubilee Line resumed at 17.45 with 12 trains cancelled. Yet another points failure at Northfields (something that has been occurring intermittently for several months) suspended the Heathrow branch of the Piccadilly Line from 21.05 through to 22.50. Four trains were stalled between stations, one eastbound between Osterley and Boston Manor until 21.55 which was authorised to return to Osterley. Two eastbound trains were approaching Northfields and arrived at 22.15 and 22.45, while one approaching Boston Manor also arrived there at 22.45.

Edgware Road Bakerloo Line station remained closed from the start of traffic on **Wednesday 5 June** because the area came within a police cordon for an incident close to the station. It opened for business at 20.05. A person was struck by a westbound Circle Line train at Royal Oak at 18.50 causing a 25-minute delay to the Circle and Hammersmith & City lines. Royal Oak station reopened at 19.50.

On **Thursday 6 June**, a person under an eastbound District Line train at Gloucester Road at 11.10 suspended the service between Earl's Court and Edgware Road/Barking, and the Circle Line in its entirety, both until 13.20 – 25 District Line and 11 C&H trains were cancelled in consequence.



At 16.15, a track fire on the southbound at Amersham suspended the Metropolitan Line between there and Chalfont & Latimer, and also Up Chiltern Railways services – Down Chiltern trains were able to continue, but not stopping at Amersham. Services resumed at 17.25. An *Underground News* correspondent writes, "Having just arrived at Amersham on the 16.11 from Marylebone, I found Amersham station closed for a fire alert. It seems that no one told the Chiltern driver, who opened the doors and had let us off. There were a couple of firefighters on the southbound platform, and wondered what was going on. When we reached the gateline, all the

gates were in "closed" mode, and the entrance taped off with a fire appliance parked across it. The expression on the firefighter's face when he looked up to see a load of people in a supposedly closed station was most amusing! The emergency exit slightly further along the platform was opened, and we were able to leave – fortunately it has an Oyster reader, so your writer won't be charged for an incomplete journey!"

Photo: LURS Collection

The day continued with persons trackside at Rayners Lane at 22.40, bringing both the Metropolitan and Piccadilly lines to a stand until 23.10. One eastbound Metropolitan Line train was stalled between Ruislip Manor and Eastcote for the duration. Right at the close of traffic, the last northbound Metropolitan Line train to Chesham was held at Moor Park from 00.55 because of a disruptive passenger on the terminating train at Rickmansworth in front. The last Chesham train departed Moor Park at 02.20, some 85 minutes late.

On **Friday 7 June**, the second westbound Jubilee Line train from Stratford became non-communicating between there and West Ham at 05.20, causing an initial 15-minute delay. Other trains experienced similar problems and in consequence the service was suspended east of North Greenwich from 06.40 to 07.20 – 20 trains were cancelled. The Piccadilly and District

lines were suspended through Turnham Green from 07.30 to 09.15 because of a track fire just west of the station. 34 Piccadilly Line trains were cancelled in consequence. This was followed by a person being hit by a southbound train at Vauxhall at 07.50, suspending the Victoria Line south of Victoria until 08.40. 13 trains were cancelled. Multiple track circuits began failing between Queensway and Oxford Circus at 09.30. The whole Central Line was brought to a stand with all trains being held in platforms. Services resumed at 10.40 with 12 trains cancelled as a result.

Saturday 8 June offered the following:

- Tower Hill station remained closed until 06.25 – lack of staff.
- Person trackside at Russell Square eastbound at 15.45. Piccadilly Line suspended Hyde Park Corner to Arnos Grove until 16.20.
- Person ill on an eastbound Piccadilly Line train at Hammersmith at 19.15 with service suspended Acton Town – Hyde Park Corner until 20.00. The combination of both incidents resulted in 19 trains cancelled.
- Bakerloo Line suspended north of Queen's Park from 17.00 – Network Rail power failure. Services resumed at 19.30 but were suspended again from 21.50 until the end of traffic.
- A lift failure at Mill Hill East at 20.30 entrapped those within until 21.20.
- Persons trackside at Rayners Lane at 23.35 brought both the Metropolitan and Piccadilly lines to a stand until 00.20. One eastbound Piccadilly Line train was stalled approaching Rayners Lane for the duration.

The Network Rail power supply issues were unresolved overnight and thus on **Sunday 9 June**, the Bakerloo Line remained suspended north of Stonebridge Park until 12.15. A track fire on the southbound Metropolitan Line from 20.00 suspended the service south of Harrow-on-the-Hill until 20.40. At 22.15, persons tracks ide in the Rickmansworth area caused delays to all services in the area but from 23.00 the Metropolitan Line was suspended north of Harrow-on-the-Hill, trapping two trains on the approach to Rickmansworth – one northbound and one southbound and both until 01.25, from when services resumed to (very) last trains. Stations closed for a lack of staff were Lambeth North (before 07.30) and Holland Park (from 07.15 to 09.10).

On **Monday 10 June**, the combination of a SPAD and then an (apparent) signal failure at Rayners Lane at 17.05, brought the Metropolitan and Piccadilly lines to a stand. An eastbound Piccadilly Line train had SPAD'ed the eastbound home signal, which in turn 'locked up' the eastbound signalling, preventing the starting signal for a Piccadilly Line train towards South Harrow from clearing. In the end, the Piccadilly Line train was detrained and ran empty to Harrow-on-the-Hill, after which signalling functionality was returned to normal with services resuming at 17.45. Russell Square station closed from 22.15 until the end of traffic because of a lack of staff.

Defective lifts caused Godge Street station to close from 06.00 to 06.35 on **Tuesday 11 June**, while Russell Square remained closed until 07.05 because of a lack of staff. A Network Rail signal failure at Wimbledon Park caused a reduced District Line service west of Parsons Green from 07.20, culminating in a suspension from 09.35 to 11.10. The Jubilee Line was suspended east of West Ham from 12.15 to 12.55 because of points failing at Stratford. The Waterloo & City Line was suspended at various times during the day because of an intermittent signal failure at Waterloo – 08.00 to 08.45, 12.10 to 13.00, 13.40 to 14.30, 14.50 to 15.20, 15.55 to 16.15 and again from 17.20 to 19.30.

Wednesday 12 June was thus:

- Eastbound track circuit failure at Earl's Court from the start of traffic, causing delays on the Piccadilly Line until fixed at 06.20.
- Just before 07.00 a signal failure on the south/westbound at Finsbury Park affected both the Piccadilly and Victoria lines. The Piccadilly Line continued under failure conditions, as did the Victoria Line until 09.30. Then the Piccadilly Line was suspended between Arnos Grove and King's and the Victoria Line north of King's Cross, both until 10.10.
- Waterloo & City Line suspended 08.45 to 10.10 – points failure at Bank.

Incomplete overnight work on points at Mornington Crescent on **Thursday 13 June** resulted in a segregated southbound service on the Northern Line throughout the day. Trains from Edgware ran via the City and trains from the Barnet branch via Charing Cross. A points failure at Morden at 07.40 also added to the Northern Line's woes with cancelled trains increasing as the day went on, reaching 40 (out of 97) in the evening peak. At 10.00 a reduced special service was implemented, High Barnet – Battersea Power Station via Charing Cross, Edgware – Morden via the City and a Mill Hill East shuttle. Shepherd's Bush Central Line station closed from 17.40 to 19.45 because of escalator defects. Fire alarms activated in the substation at Oxford Circus caused the station to close twice in the evening, from 18.25 to 19.10 and again from 19.25 to 20.20. In the meantime, a Network Rail track circuit failure at Richmond suspended the District Line's Richmond branch from 21.10 until 22.20.

Friday 14 June was challenging in more ways than one, beginning with another points failure at Northfields at 06.10, suspending the Heathrow branch until 06.45. Two trains were stalled throughout, one between Osterley and Boston Manor and the other approaching Northfields. Further Network Rail signalling problems prevented the Richmond branch of the District Line starting up until 06.30, only to be suspended again from 07.40 until 10.15 and yet again from 17.45 until the end of traffic. Track circuits failing at Sudbury Hill, which affected both roads, initially caused delays to the Uxbridge branch of the Piccadilly Line from 13.55, but suspended between Acton Town and Uxbridge from 15.00. Services resumed at 18.35 under failure conditions between Acton Town and Rayners Lane until the end of traffic, with a further suspension from 20.45 until 21.50. In the meanwhile, fire alarm activations caused Acton Town station to close from 17.35 to 18.00. It transpired

that the alarms were set off by passenger action as a result of the Piccadilly Line service disruption! A person reported on the roof of Wood Lane station suspended the C&H services between Edgware Road and Hammersmith from 21.55 through to the close of traffic, which caused a late start to the weekend engineering work between Hammersmith and Aldgate.

On **Saturday 15 June**, Godge Street station closed during Night Tube from 01.55 until 07.00. The District Line's Richmond branch was 40-minutes late starting up because of further signalling problems (q.v.), only to be suspended from 07.20 to 10.40 and again from 17.30 to 19.20. Shepherd's Bush Central Line station closed from 15.00 to 16.55 because of continuing escalator defects. A tree across the track at East Putney suspended the District Line between Earl's Court and Wimbledon from 16.05 until 17.30. This was followed by an intermittent signal failure on the westbound District Line between Barons Court and Hammersmith caused delays from 17.20 and culminated in the Ealing and Richmond services being suspended from 20.10 through to 23.00. Thereafter, trains ran through under failure conditions until the end of traffic with 22 trains cancelled. A defect with the platform edge doors at London Bridge suspended the Jubilee Line east of Waterloo from 14.25. Two trains were stalled between stations, one for 20 minutes, the other for 35 minutes. Once services resumed at 15.00, eastbound trains non-stopped until 16.30.

Sunday 16 June offered the following:

- Shepherd's Bush Central Line station closed again because of escalator defects, from 13.15 to 14.40.
- Loss of signal mains at Ealing Broadway at 13.45, suspending the District Line between Ealing Common and Ealing Broadway (westbound) and Ealing Broadway and Acton Town (eastbound) – trains reversed in the westbound platform at Ealing Common and ran through the depot, picking up passengers at Acton Town eastbound. The Piccadilly Line was also affected in that until 18.30, only one train at a time was allowed in the section between North Ealing and Alperton. The District Line service remained suspended until the end of traffic.
- A SPAD by a southbound Metropolitan Line train approaching Harrow-on-the-Hill at 14.20 brought services to a stand until 14.55, except for those from Uxbridge which were able to continue running.
- Chancery Lane station closed from 21.20 and Chalk Farm from 22.30, both because of a lack of staff and both until the end of traffic.

The loss of the signal mains at Ealing Broadway continued from the start of traffic on **Monday 17 June**, with the District Line continuing to be suspended between Ealing Common and Ealing Broadway (westbound) and Ealing Broadway and Acton Town (eastbound). Services began at 15.20. The Victoria Line was unable to start up north of Highbury & Islington until 06.00 because of a late finish to overnight rerailing work at Walthamstow Central. A track circuit failure at Harrow-on-the-Hill prevented Chiltern Railways services in the Up direction from starting until 07.05. Later in the morning, points failing at Harrow South Junction suspended Chiltern Railways in both direction from 11.05 until 15.00, with one train stalled on the approach to Harrow until 11.45. A signal failure on the Chesham single line suspended the service from 14.00 until 19.55. A track fire on the westbound at Westminster suspended the Jubilee Line from 18.50 to 19.20. The District Line side of the station reopened from that time with the Jubilee Line following at 19.45. A lack of staff caused Chalk Farm to remain closed until 06.20, with Russell Square closing at 21.50 for the same reason, while lift defects kept Mornington Crescent station closed until 07.10.

The only station closed for a lack of staff on **Tuesday 18 June** was Russell Square, which opened for business at 06.25. There were three notable incidents during the day, the first with trains becoming non-communicating in the Earl's Court area at 10.00, which brought the District and Circle lines to a stand until 10.35. At 17.00, points failing at Gloucester Road prevented outer rail Circle Line trains from operating and were thus suspended until the end of traffic. Earlier in the day, a track fire on the approach to High Barnet suspended the Northern Line north of Finchley Central from 15.30 until 16.20.

Wednesday 19 June is summarised thus:

- SPAD on the northbound approach to Harrow-on-the-Hill at 14.35 – 30-minute delay while the train was authorised to set back behind the signal.
- Smoke from under a Victoria Line train at Brixton at 15.55. Station closed until 16.30 with trains running empty between Stockwell and Brixton. Special service of 23 trains implemented (out of 40) for the evening peak.
- Network Rail signal failure north of Queen's Park from 18.45 – Bakerloo Line suspended north of Queen's Park until the end of traffic with 11 trains cancelled.
- Northern Line suspended south of Tooting Broadway 19.00 to 19.35 – track fire at Morden.

The Network Rail signal failure north of Queen's Park (q.v.) was unresolved at the start of traffic on **Thursday 20 June**, preventing the Bakerloo Line from starting up north of there until 06.30, while Covent Garden station remained closed until 06.15 because of a lack of staff. A person under a westbound District Line train at Cannon Street suspended the District and Circle lines through the area until 17.05. 29 District and 20 C&H trains were cancelled in consequence. This was followed by another person under a train at St. John's Wood on the southbound, suspending the Jubilee Line between West Hampstead and Waterloo from 19.35 to 21.40 with 24 trains cancelled. Edgware Road Bakerloo Line station closed from 07.50 to 09.15 because of a fire alarm activation, as did Canary Wharf from 14.05 to 14.55 and Heathrow Terminal 5 from 22.30 to 23.10, both for the same reason.

On **Friday 21 June**, a track fire at Colindale suspended the Northern Line north of Golders Green from 09.45 until 10.55. Just into Night Tube in the early hours of Saturday, an eastbound Jubilee Line train stalled approaching Stratford at 01.25, suspending the service east of North Greenwich until 02.45. The offending train and its passengers reached Stratford at 02.35.

The Hainault – Woodford shuttle service was suspended from 11.00 to 12.10 on **Saturday 22 June** when a train entering Hainault Depot became stalled, gapped off current. Tooting Broadway station closed from 23.25 until 02.10 because of an incident being investigated by the police close to the station. A northbound Metropolitan Line train became non-communicating at Baker Street at 00.10, causing an initial 20-minute delay. However, the problem reoccurred on the way to Finchley Road, which delayed its arrival there until 01.10.

Sunday 23 June was uneventful until 16.25, when a track fire between Moorgate and Bank on the southbound suspended the Northern Line's City branch until 17.40. Canary Wharf station closed from 18.15 to 18.55 because of a fire alarm activation in an escalator machine room. Hooliganism by a group of youths on an inner rail Circle Line train west of Moorgate at 22.00 caused a 25-minute delayed arrival to Barbican. On the Central Line, even with a reduced service of 50 trains because of weekend engineering work (out of the reduced 60-train service), there were a further seven trains cancelled for defective stock, representing half the fleet unavailable. The only stations closed for a lack of staff were Manor House (02.30 to 05.45) and Goodge Street (after 19.15).

Monday 24 June offered the following:

- Late start to the east end of the District Line – late finish to overnight work at East Ham. Services began at 05.45.
- Track circuit failure on the westbound Central Line at Debden. Service suspended east of Woodford 14.00 to 14.50. This was followed by a door defect on a westbound train at East Acton from 16.25, causing a further 25-minute delay.
- Track fire at North Harrow from 15.20 suspending services north of Harrow until 16.00. However, burnt cables caused signals to remain at danger – trains continued under failure conditions until suspended again from 17.10 to 19.00. 18 trains cancelled.
- District Line suspended east of Plaistow and H&C suspended east of Moorgate from 16.55 to 18.25 – points failure at Barking. One train stalled approaching Barking was authorised to return to Upney by 17.25. 10 H&C and 22 District Line trains cancelled in consequence.
- Oxford Circus station closed to incoming passengers 17.25 to 18.05 – overcrowding (Central Line service under par – see above). The station also closed 18.55 to 19.25 – fire alarm activation.

On **Tuesday 25 June**, a signal failure in the King's Cross loop from just before the start of traffic delayed an engineer's train returning to Ruislip Depot and then the first eastbound Piccadilly Line train by 35 minutes. Trains then continue through the area under failure conditions until fixed at 07.40, by which time 12 trains had been cancelled. A track fire north of Queen's Park suspended the Bakerloo Line between there and Harrow & Wealdstone from 14.40 to 15.35. A signalling problem at Willesden Green at 14.55 suspended the Jubilee Line between Waterloo and Wembley Park until 16.40, which was followed by a whole line signalling failure at 17.40 which brought the whole line to a stand until 17.55. A Network Rail signal failure at Gunnersbury suspended the District Line's Richmond branch from 16.50 to 19.30, and also to and from Ealing Broadway from 17.15 to 17.50 while a stalled train approaching Gunnersbury was recovered back to Turnham Green. While this was ongoing, a repeat points failure at Barking suspended the District Line east of Plaistow and H&C east of Moorgate, both until 18.45. Station closures included Kew Gardens eastbound platform (15.25 to end of traffic – defect with platform nosing stones), St. John's Wood (15.30 to 17.30 – local power failure), Hammersmith D&P (16.40 to 17.20 – fire alarms activated) and Marble Arch (18.25 to 19.00 – escalator defects).

Wednesday 26 June was largely uneventful until lunch time, from when the District Line's Richmond branch came into the spotlight because of Network Rail problems. The District Line was suspended as follows:

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| 10.55 to 11.25 | – Defective London Overground train at Acton Central. |
| 12.55 to 13.40 | – |
| 14.30 to 16.45 | – |
| 17.25 to 18.30 | – |
- } Loss of signalling control variously at Gunnersbury and Richmond.

Other events during the day were –

- Track fire south of Brent Cross. Northern Line suspended north of Golders Green 13.25 to 14.15.
- Network Rail signal failure at Wimbledon Park from 13.40. Reduced service west of Parsons Green in consequence with trains from Edgware Road reversing there until 15.10.
- Canary Wharf station closed 17.45 to 18.35 – fire alarms activated.
- Points failure at Edgware Road from 23.10. District Line suspended east of High Street Kensington and Circle Line suspended throughout, both until the end of traffic. Two trains were stalled between stations, each being authorised to return to their previous stations – Paddington (Circle) and Bayswater – which was completed by 00.10.
- Rolling stock-wise, the Central Line's cancellations have gradually been creeping up, reaching 18 trains cancelled out of 60 by mid evening, which represents half of the 85-train fleet unavailable. The Jubilee Line continues to remain in single figures, but fluctuating day by day. On a more positive note, the Northern Line's stock defects have shrunk to (variable) single figures.

To be continued in next issue ...