

UNDERGROUND DIARY

AUGUST 2019 (Continued)

Charing Cross station remained closed from the start of traffic on **Wednesday 28 August** until 06.05 because of insufficient staff, along with Holland Park for the same reason but until 06.40. Points failing at North Acton Junction from 16.40 suspended the Central Line west of North Acton until 17.50.

Thursday 29 August was uneventful until a Network Rail signal failure at East Putney caused a reduction of the District Line's Wimbledon service with (generally) alternate trains being turned short at Parsons Green until it was fixed, just after 11.00. At 16.40, the inclined lift at Greenford stalled in the shaft, trapping its occupants within until released at 18.10. A southbound Northern Line train was unable to move off from Charing Cross at 17.00 and thus the southbound Charing Cross branch was suspended. One southbound train was stalled between Leicester Square and Charing Cross and was authorised forward into Charing Cross by 18.05. Services resumed at 18.25.

Friday 30 August offered nothing out of the ordinary.

Saturday 31 August was uneventful until 16.50, when Turnham Green station closed until 17.20 because of a passenger taken ill. A person under a northbound train at King's Cross at 20.05 suspended the Northern Line's northbound City branch until 21.05. One train was stalled between Angel and King's Cross for the duration. Just at the beginning of Night Tube, the Northern Line was delayed for 25 minutes north of Golders Green from 00.50 while the area was checked for persons who had been reported accessing the track.

SEPTEMBER 2019



The signal cabin at Edgware Road closed for normal operation at the end of traffic early on **Saturday 31 August** (see also pages 646-648, this issue) to enable the new 4LM CBTC signalling system to be commissioned from Latimer Road/Paddington (District and Circle/Finchley Road to Euston Square) from the start of traffic, although it didn't formally close until 23.00 on 14 September. During empty trials, an eastbound District Line train arrived at Paddington and was unable to move off under the new system at 08.45. It eventually departed to Edgware Road in restricted manual mode causing a 35-minute service suspension. However, the system was considered robust enough to allow passengers to be carried from 12.30 but the constraints of the service arrangements meant that Metropolitan Line passengers had to travel on the Jubilee Line between Finchley Road and Wembley Park as the Aldgate service was 'locked in'.

Left: *With trains terminating for passengers at Paddington, special boards were provide on the District Line S Stock as seen here.*

Photo: Toby Brice

Metropolitan line 

Temporary changes to Metropolitan line services

Monday 2 until Thursday 5 September

On Monday we are introducing a new signalling system between Finchley Road and Euston Square and will need to run slightly fewer trains than normal as the system is established.

Please listen for announcements and allow a little longer for your journey as you may need to change trains and services may be busier.

For more information about the signalling upgrade visit tfl.gov.uk/four-lines-modernisation

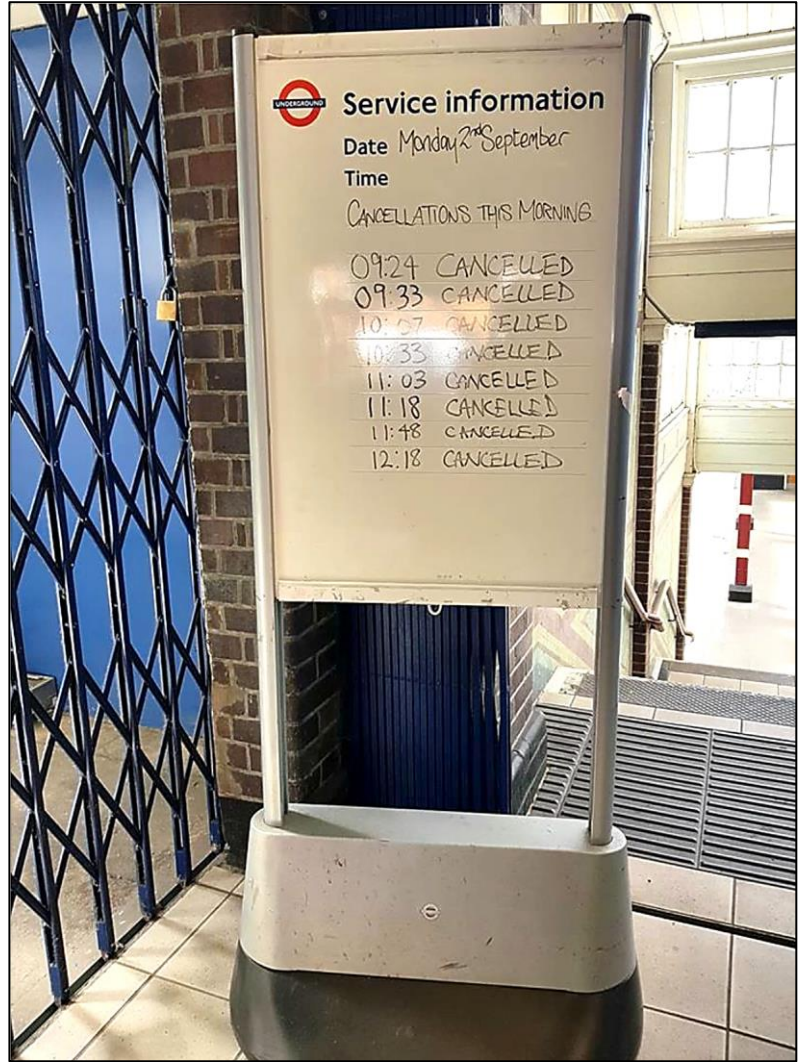
MAYOR OF LONDON  **TRANSPORT FOR LONDON**
EVERY JOURNEY MATTERS

Left: The staffing problem was anticipated the previous week, when these posters were observed around the Metropolitan Line, this (poorly positioned) being seen at Ruislip on Thursday 29 August 2019.

Photo: Brian Hardy

Despite the new CBTC signalling being operative, the main problems from Monday 2 September were on the Metropolitan Line with insufficient Train Operators trained for the new system, and insufficient Instructor Operators to familiarise and guide them through the new working area. In short, there were many cancellations (17 trains out of 48 noted in the morning peak and the same number cancelled out of 49 in the evening peak) with huge gaps in the service and delays flitting between 'severe' and 'minor' as was deemed relevant by on high. The off-peaks didn't fare any better either, with cancellations varying between 11 and 16 trains. Different reasons were given out in the information process, for example "due to a new signalling system". In the main, the new signalling system worked well but the main problem was issues with staffing. Perhaps one of the more bizarre reasons being given out was "minor (or severe) delays *while we establish our new signalling system*" – surely the signalling system was established and working well, but it was the provision of sufficient Train Operators that wasn't!

The only notable problem was with a southbound Metropolitan Line train at Finchley Road at 10.05, which couldn't switch over to the new system. The train departed empty in restricted manual mode to Swiss Cottage disused station and reversed there, back to Neasden Depot.



Above: An empty train-less station at Uxbridge on Monday 2 September (Left), with passengers patiently waiting for a train to arrive. At Watford (Right), the list of cancellation shown over a three-hour period with a scheduled 15-minute service. It's not difficult to appreciate how bad the service was.

Photos: Denise Newman (Left), Mark Dutton (Right)

Other incidents on Monday 2 September included:

- The Northern Line side of Elephant & Castle station was closed from the start of traffic until 06.30 and again from 12.30 to 21.15, both because of police investigative work.
- Central Line suspended Hainault – Woodford 19.15 to 19.40 – passenger action at Roding Valley.
- Track smouldering on the southbound Victoria Line at Victoria, with services suspended south of Warren Street from 20.45 until 21.10.
- King's Cross LU station closed from 20.15 to 21.40 because of a fire alarm activation

Tuesday 3 September continued in the same way for the Metropolitan Line, although the number of trains cancelled was higher – 23 in the morning peak and 21 in the evening peak. The new signalling system and the interface with the S Stock trains, however, caused very few problems. At the start of traffic, Swiss Cottage station remained closed until 05.55 because of insufficient staff. At 16.50, a track circuit failure at Upminster suspended the District Line east of Dagenham East with a reduced service east of Barking. Once points had been secured, services resumed at 18.05. Two trains were stalled between stations, one returned to Hornchurch at 17.10 and the other returned to Upminster Bridge at 17.25.

The Metropolitan Line needs little mention again for **Wednesday 4 September**, other than to record 18 cancellations in the morning peak and 16 in the evening peak. On the Northern Line, a power supply problem at Highgate control centre brought the whole of the line to a stand at 05.30 with services suspended completely. Six trains were stalled between stations with passengers on board, all reaching platforms at their various locations by 06.25. Once the problem had been resolved,

services resumed at 11.05 to all sections except for the Charing Cross branch, which followed on the southbound at 11.35 and on the northbound at 12.55. The Bakerloo Line had a disturbed day, beginning at 07.00 with a Network Rail signal failure on the southbound at Kensal Green. A reduced service north of Queen's Park operated until clear at 08.30. The service was later suspended south of Piccadilly Circus from 14.35 to 15.45 because of a defective southbound train at Lambeth North. It was detrained and sent to London Road Depot. Another defective train, this time at Piccadilly Circus at 17.45, suspended the Bakerloo Line south of Paddington until 18.15. It was already running empty because of a door defect and was thus reversed south to north and sent to depot. The new crossover west of Paddington (Suburban) was used for the first time 'in anger' when at 09.45, Circle Line train 200 (unit 21420 [west] and 21419 [east]) was reversed west to east. Of course, the crossover has been used before during trial operations and testing, but not in normal service conditions. An intermittent signal failure on the westbound Central Line at Liverpool Street from 13.25 caused delays to the Central Line with trains working through the area under failure conditions. The fault was fixed at 15.00, by which time, ten trains had been cancelled.

Thursday 5 September was thus:

- Victoria Line suspended south of Victoria 06.35 to 07.15 – person under a northbound train at Stockwell.
- Points failure at Aldgate from 14.50 – Circle, Hammersmith & City and Metropolitan lines suspended through the area until 16.20. A total of 16 trains were cancelled on the C&H in consequence.
- 20-minute delay Waterloo northbound Northern Line from 15.35 – passenger action.
- Slight improvement to the Metropolitan Line service because of Train Operator training issues, with cancellations varying between 7 and 12 trains throughout the day (and between 5 and 15 the following day).

Friday 6 September began with Liverpool Street LU station closing from 06.50 to 07.20 because of smoke coming from an equipment room. At 21.50, an eastbound Piccadilly Line train ran over an obstruction on the track approaching Northfields, which resulted in a loud bang and negative traction earth being recorded. The following eastbound train was diverted via the eastbound local line and that too caused a loud bang and arcing. Services were suspended between Acton Town and Heathrow until 22.45. A traffic cone and its metal attachments were removed from the track which had been thrown over the bridge. The District Line was suspended west of Parsons Green from 23.35 to 00.30 because of a person trackside west of Southfields.

A track fire east of Aldgate East from the start of traffic prevented the District and Circle lines from starting up through the area until 06.25 on **Saturday 7 September**. Regent's Park station also remained closed from the start of traffic because of lift defects, opening for business at 08.10. A northbound Bakerloo Line train became gapped off current entering the siding at Harrow & Wealdstone at 16.15, suspending the service north of Queen's Park until 19.00. The District and Piccadilly Line station at Hammersmith closed from 19.05 to 20.35 because of a fire alarm activation. The Metropolitan Line, with its reduced service because of weekend engineering work (31 trains instead of 36) still managed a maximum of ten trains cancelled because of the Train Operator staffing situation.

The only incident of note on **Sunday 8 September** was a signal failure on the eastbound approach to Tower Hill from 22.55, suspending the District and Circle lines east of Embankment until 00.20 (the District Line service was already suspended between Aldgate East and West Ham for weekend engineering work).

The Central Line was unable to start up between Woodford and Epping from the start of traffic on **Monday 9 September** because of a late finish to overnight work on points at Debden. A service between Woodford and Loughton began at 06.20 but it wasn't until 08.30 that services began between Loughton and Epping – eight trains were cancelled. The Piccadilly Line was also disrupted early morning, with a signal failure on the eastbound approach to Acton Town from the Heathrow branch. Services were diverted via the eastbound local line from Northfields with clear signals by 07.00 but with 13 trains cancelled in consequence and knock on delays to the District Line service. The Circle and Hammersmith & City lines had two defective trains at the build-up to the morning peak, first at Hammersmith from 06.30 and then Paddington westbound at 07.25, both causing a 20-

minute delay apiece. Hanger Lane station closed from 20.15 to 22.15 because of water ingress flooding the ticket hall.

Tuesday 10 September began with a late switch on of traction current on some parts of the Jubilee, District and Piccadilly lines because of a fault with the booking in and out system for overnight track workers, although none of it was too service affecting. The deep tube platforms at Highbury & Islington station remained closed from the start of traffic until 05.40 because of smoke from the Great Northern platforms. A defective outer rail Circle Line train became defective approaching Baker Street at 06.35, causing a 25-minute delay. One train was stalled to the rear for the duration. The number of trains cancelled because of Metropolitan Line Train Operators unfamiliar with the new signalling system continues to be variable, with anything up to 12 trains being cancelled but quite often considerably less.

There were a number of instances of 'defective' trains on the SSR lines on **Wednesday 11 September**, at 08.05 westbound at Euston Square (20-minute delay), Paddington eastbound C&H at 17.45 (15-minute delay) and Paddington (Circle) outer rail at 20.55 (20-minute delay). The main event of the day was a SPAD in Barking Sidings at 19.30 with the incident train subsequently becoming gapped off current. The District Line was suspended east of Barking and the Hammersmith & City Line east of Moorgate. Once movement had been gained using Rail Gap Jumper Leads, services resumed at 21.55. A total of 22 trains were cancelled – 17 District Line and five Hammersmith & City.

A signal failure on the eastbound at Mile End from 06.10 resulted in a reduced morning peak service on the Central Line on **Thursday 12 September**. Some 16 trains had been cancelled by the time of clear signals at 08.20. The Central Line featured again later in the day with a person under a westbound train at Liverpool Street at 14.55, suspending the service between Leytonstone and Marble Arch until 15.45. One train was stalled on the approach to Liverpool Street until 15.35. The Central Line platforms reopened at 16.10. A signal failure on the Chesham single line at Chalfont & Latimer from 17.00 suspended the service to and from Chesham until 18.00. The incident train was stalled on the single line approaching Chalfont & Latimer for the duration of the failure. The District Line, having had a 20-minute delay on the eastbound at West Ham at 17.10 because of a defective train, was further in trouble at 18.55 because of two Network Rail signals failing at Wimbledon Park, suspending the service west of Parsons Green. A limited service resumed at 19.40 but two further short suspensions took place while repairs were effected, with clear signals at 21.40.

On **Friday 13 September**, a fire alarm activated at Heathrow Terminal 5 necessitated the station's closure and the service suspended west of T2,3 from 09.30 until 10.50. Green Park station closed from 17.40 because of a problem with the sprinkler system in the Piccadilly Line escalator machine room, reopening at 18.30. A signal failure on the westbound at Hillingdon from 15.05 caused the Piccadilly Line to be suspended west of Rayners Lane and Metropolitan Line trains working through under failure conditions until fixed at 18.15. However, after a reasonable day with very few cancellations on the Metropolitan Line, the situation deteriorated on the late shift with 11 trains cancelled during the evening and until the close of traffic. A loss of station lighting saw Barons Court station close from 20.10 to 20.55.

Towards the end of Night Tube hours early on **Saturday 14 September**, the Piccadilly Line was suspended west of Heathrow T 2,3 from 04.30 until 07.25 because of a signal failure at Heathrow T5. At 05.10, the 'rusty rail' King's Cross reverser on the Victoria Line stalled entering the siding, suspending the service between Warren Street and Highbury & Islington until 06.00 with one train stalled approaching King's Cross for the duration. It is suggested that the circuit breaker for the siding traction current needed resetting. The Central Line was suspended between Leytonstone and White City from 11.55 after a passenger's luggage had been blown onto the track at Tottenham Court Road because of the draughts, with the approaching westbound train running over the contents. Services resumed at 12.50 after the track was checked and remains of the luggage contents retrieved. Apart from Regent's Park station closing from 17.05 until 19.05 because of lift defects, the rest of the day involved the District and Piccadilly lines. A multiple signal failure on the eastbound District and Piccadilly lines between Chiswick Park and Turnham Green occurred from 12.40 caused by, an informed source tells us, a defective transformer. The District Line was suspended to and from Ealing Broadway and Richmond with one train stalled approaching the

converging junction until 13.30. Two Piccadilly Line trains were stalled east of Acton Town for 30 minutes, after which a very much reduced service worked through the area under failure conditions. The Ealing service resumed at 14.00 but the Richmond service remained suspended until 18.35, when clear signals were obtained, by which time some 34 Piccadilly Line trains had been cancelled. In the meantime, a Network Rail signal failure at Wimbledon Park from 18.10 caused a reduction of service west of Parsons Green and the suspension of the Olympia service as necessary to ease train working at Earl's Court. A further 25-minute delay occurred at 19.50 with a person ill on an eastbound train at Tower Hill. The train was moved to Whitechapel, allowing services to resume. The District Line timetable never did recover, with severe delays until the end of traffic and the Piccadilly Line at similar status until the beginning of Night Tube.

Sunday 15 September began with an eastbound District Line train being unable to switch to CBTC mode at Paddington at 07.20, suspending the District and Circle lines east of High Street Kensington. The train was authorised to Edgware Road and back to Paddington in restricted manual mode, which in turn delayed the Hammersmith & City Line. Services resumed at 08.15. A repeat Network Rail signal failure at Wimbledon Park from 17.30 resulted in another reduction of services west of Parsons Green until fixed at 19.30. A person trackside at Goldhawk Road suspended the Hammersmith & City and Circle lines west of Edgware Road from 19.50 to 20.30 – one person was apprehended. On a good note, there was just one Metropolitan Line train cancelled mid-evening for a Train Operator unfamiliar with the new signalling.



Monday 16 September was the first day that no trains were recorded as cancelled on the Metropolitan Line because of Train Operator unfamiliar with the new signalling system.

(The poster, Left, shows the real reason rather than blaming the new signalling system – Photo: Colin Smith).

A westbound Piccadilly Line train stalled across points approaching Hatton Cross at 13.55, suspending the service west of Hounslow Central but much reduced between there and Northfields. Services resumed at 14.40. Four trains were stalled between stations for the duration and another for 20 minutes. Points failing on the southbound Metropolitan Line at 16.00 suspended the Metropolitan Line between Wembley Park and Finchley Road. Until 17.00, trains detrained at Wembley Park, ran empty through Neasden Depot to Neasden, picking up passengers again at Finchley Road. The day ended with a signal failure between Canning Town and Stratford at 00.15, bringing the remaining eastbound service to a stand until cleared at 01.10.

SSR services were disrupted from the start of traffic on **Tuesday 17 September** with two incidents both from

the start of traffic. On the Hammersmith & City Line, signalling issues at Hammersmith resulted in a 35-minute late start to the service, while at South Kensington, services were unable to start up until 06.00 while signal cables (damaged overnight) were replaced. A passenger reported trackside at Edgware suspended the Northern Line north of Colindale from 08.45 until 09.15 – as is often the case, nobody was found. A track fire at Stonebridge Park suspended the Bakerloo Line north of Queen's Park from 13.55 until 14.45, with one Bakerloo Line train stalled on the approach to the incident throughout. A west/northbound Metropolitan Line train stalled across Baker Street Junction at 17.50 bringing all SSR services in the area to a stand until 18.25. Seven trains were stalled between station for between 15 and 30 minutes.

In the early hours of **Wednesday 18 September**, a contractor working on one of the moving walkways at Waterloo LU station (linking the Bakerloo/Northern and Jubilee lines) died in what has

been described as a ‘tragic accident’. The area was closed off while investigations took place. The rest of the day is summarised thus:

- Points failure just north of Baker Street from 06,20 – service suspended south of Wembley Park. Three trains stalled between Finchley Road and Baker Street for 60, 80 and 100 minutes and one train stalled approaching Finchley Road for 40 minutes. Services resumed at 08.25 with 13 trains cancelled in consequence. The blocking back of trains in the Baker Street area also impacted on the Circle and Hammersmith & City lines.
- District and Circle lines suspended High Street Kensington – Edgware Road from 06.55 because of an eastbound District Line train unable to communicate with the new signalling system at Paddington, being worked forward in restricted manual to Edgware Road. The Circle Line resumed at 07.40 and District Line at 08.00.
- Regent’s Park station closed 07.40 to 08.15 – insufficient staff.
- 20-minute delay Marylebone from 14.35 – person ill on a southbound Bakerloo Line train.
- Bermondsey station closed 23.45 to the end of traffic – insufficient staff.

Wanstead station remained closed until 05.50 on **Thursday 19 September** because of insufficient staff. An intermittent points failure at Elephant & Castle from 09.50 restricted platform usage to one for short periods, but from 11.00 a further failure suspended the service south of Lambeth North until 12.10 while repairs were effected. Ten trains were cancelled in consequence. Heathrow Terminals 2,3 closed at 11.45 to 12.10 because of fire alarms activated, and also for two further but much shorter periods at 13.10 and 14.05.

A signal failure on the westbound at Ealing Common prevented the District Line’s Ealing Broadway service and the Piccadilly Line’s Rayners Lane branch from starting up on **Friday 20 September**. A limited number of District Line trains were able to ether service at the west end of Ealing Common Depot and reverse in the eastbound platform, while others entered service from the east (Acton Town) end. Services on both lines began at 06.25. Seven District Line and nine Piccadilly Line trains were cancelled in consequence. In the meantime, an eastbound District Line train was unable to communicate with the new signalling at Paddington at 06.15, suspending the service east of High Street Kensington and also the outer rail Circle Line. The train moved off in restricted manual at 06.40, arriving at Edgware Road at 07.05. The Circle Line resumed at 07.15 and the District Line to Edgware Road at 08.05. At 07.40, a southbound Victoria Line train was unable to depart from Seven Sisters, suspending the service north of King’s Cross. Movement was obtained at the north end and the train departed back to depot at 08.10, enabling services to resume – two trains were stalled for the duration, one approaching Seven Sisters, another approaching Tottenham Hale. (Later in the day, another Victoria Line train became defective at Vauxhall northbound at 19.50, causing a 20-minute delay). A person under a westbound train at Holland Park at 13.25 suspended the Central Line between Marble Arch and White City until 14.50. With traction current off, one train was stalled ahead of the incident between Shepherd’s Bush and White City until 14.25. An unattended item on a westbound Circle Line train suspended SSR services through the area from 15.15 for an hour. Two trains were stalled between stations for the duration – one westbound Metropolitan Line train approaching Moorgate and one westbound Hammersmith & City Line train on Aldgate North Curve. Whilst there was no problem with the operation of the new signalling system, accumulative late running, displaced crews and late crew reliefs caused delays on all SSR services after the evening peak for much of the evening.

A signal failure on the westbound approach to South Harrow from 09.55 suspended the Piccadilly Line from Acton Town to Uxbridge until 11.00 on **Saturday 21 September**. The incident train was stalled at the westbound home signal throughout. Escalator defects saw Wood Green station go into exit only mode from 16.20 to 18.15, while lift defects saw Mornington Crescent exit only from 20.35 until 22.10. A passenger altercation at Embankment delayed the eastbound District Line for 20 minutes from 20.55. A lack of Train Operators caused a number of cancellations, causing gaps on the Piccadilly, Northern, Victoria and Central lines, mostly on the late shift.

Towards the end of Night Tube early on **Sunday 22 September**, a person under a southbound Northern Line train at Waterloo suspended the southbound Charing Cross branch from 05.10 until 06.30. The Jubilee Line also non-stopped Waterloo throughout. A signal failure on the westbound

at Hatton Cross from 10.25 suspended the Piccadilly Line via the Terminal 4 loop until 11.50 but trains were able to work direct to T2,3 and T5.

Monday 23 September was uneventful until the early afternoon, when a signal failure on the eastbound approach to Earl's Court suspended the District Line between Earl's Court, Ealing and Richmond from 13.50 until 15.10. Two trains were stalled east of West Kensington, one for 25 minutes, the other for 50 minutes, which were authorised to return to the station in turn and then proceed westbound via the crossover. The failure repeated itself again at 16.20 with the same area of suspension until 17.05. One train was stalled during the second failure, for 30 minutes which again was returned to West Kensington. A loss of signalling control between Barkingside and Grange Hill suspended the Central Line between Newbury Park and Woodford via Hainault from 14.20, reportedly caused by a local power failure. Once restored, services resumed at 15.05. A northbound Bakerloo Line train stalled at Stonebridge Park at 17.35 because of an air burst, suspending services north of Queen's Park until 18.05. One Bakerloo Line train was stalled between Harlesden and Stonebridge Park for the duration.

Tuesday 24 September may be summarised thus:

- Track fire just north of Brixton from 07.15 – Victoria Line service suspended south of Victoria until 08.10 with 11 trains cancelled in consequence.
- District and Circle lines suspended through South Kensington 09.35 to 10.50 – signal failure eastbound at South Kensington – 18 District and nine Circle Line trains cancelled in consequence. Service recovery was hampered by a failure on the westbound starting signal from platform 4 at Earl's Court from 11.10 to 11.35.
- Signal failure at Aldgate East from 16.25, initially with trains delayed through the area. The Hammersmith & City Line was suspended east of Moorgate, while the blocking back of trains caused the Circle Line to be suspended and the Metropolitan Line into the City reduced. The C&H resumed at 18.00. The District Line was then suspended east of Barking 17.10 to 18.30 – two signals failing eastbound at Dagenham East. The combination of both incidents resulted in 20 District and eight C&H trains being cancelled.
- A passenger assault on an eastbound Metropolitan Line train at Hillingdon at 15.55 resulted in a fatality, with the Metropolitan Line suspended west of Ruislip and Piccadilly Line west of Rayners Lane. Uxbridge-bound Piccadilly Line trains were diverted to Northfields. The Metropolitan Line resumed at 21.35 and the Piccadilly Line at 22.00 but Hillingdon station remained closed until the end of traffic.
- Heavy rain and consequential flooding affected the following stations:
 - St. Paul's closed from 16.35 to 17.55.
 - SSR services non-stopped Liverpool Street from 16.45. The eastbound platform reopened at 18.55 and westbound platform at 21.15. For the same reason, the SSR westbound and both bay platforms at Moorgate were closed from the same time, reopening at 19.50.
 - District and Circle lines non-stopped Victoria from 17.10 until 19.35.
 - Stepney Green closed from 17.00 until the end of traffic.

On **Wednesday 25 September**, Hillingdon station remained closed until 05.45 because of the previous day's incident. Two signals failing on the westbound approach to Liverpool Street initially caused delays to the SSR services from 15.55. At 16.45 the inner rail Circle Line was suspended as was the Metropolitan Line into the City. The inner rail Circle Line resumed at 18.15 and the Metropolitan Line at 18.45. In the meanwhile, a report of a person trackside west of Paddington H&C suspended services to and from Hammersmith from 17.05 to 17.30. As a result of both incidents, 12 C&H trains were cancelled. Points failing in the reverse position at Brixton suspended the Victoria Line south of Victoria from 21.35. One train stalled approaching Brixton was authorised to return to Stockwell, arriving at 22.10. Services resumed at 22.55 but with only one platform available for use at Brixton.

The Metropolitan Line had a 40-minute late start south of Baker Street on **Thursday 26 September** because of breach of the tunnel caused by an external work force working above. At 17.50 a multiple signal failure on the northbound at Oxford Circus caused delays to the Bakerloo Line. Although there was no suspension *per se*, progress through the area was painfully slow, with nine trains cancelled in consequence

Apart from Swiss Cottage station opening late at 05.40 because of insufficient staff, the only notable incident on **Friday 27 September** was a defective westbound Hammersmith & City Line train at Euston Square at 08.00, suspending SSR services through the area until 08.30. Once on the move, the train then stalled entering Hammersmith at 08.55, shutting down the Hammersmith branch of the C&H until it was clear at 09.20.

Saturday 28 September was uneventful until 15.10, when Heathrow Terminal 5 station closed at 15.15 because of a fire alarm activation on the adjacent Heathrow Express area, reopening at 16.55. A multiple track circuit failure in the South Harrow – Rayners Lane area from 17.30 suspended the Piccadilly Line west of South Harrow and ‘delays’ for the Metropolitan Line to and from Uxbridge. The Piccadilly Line resumed service at 22.40. A defective London Overground train at North Wembley suspended the Bakerloo Line north of Queen’s Park from 20.50 to 21.35.