

UNDERGROUND DIARY

SEPTEMBER 2022

A signalling issue at Hammersmith caused a 40-minute late start to the Circle and Hammersmith & City lines' Hammersmith branch on **Thursday 1 September**. There were no other notable operational problems, although defective stock cancellations on the Jubilee Line reached 13 in the morning peak and nine in the evening peak. The District Line had nine and ten trains respectively cancelled for the same reason.

On **Friday 2 September**, Piccadilly Line trains non-stopped Heathrow T2 & 3 from 11.45 until 12.30 because of a security alert in Terminal 2. The Bakerloo Line was suspended north of Paddington from 23.20 because of a loss of signalling control at Queen's Park and remained so until the end of traffic. Two trains were stalled between stations, one approaching Queen's Park which was authorised to return to Kilburn Park by 00.25, the other north of Queen's Park, whose passengers were detrained via the track back to Queen's Park by 00.15. Stations closed for a lack of staff were Angel (before 06.50), Mornington Crescent (before 06.50, after 23.30 and through Night Tube) and Aldgate (before 07.05 – with Metropolitan Line train terminating short at Moorgate until then).

The only incident of note on **Saturday 3 September** was a signal failure on the eastbound Piccadilly Line at Earl's Court from 21.20, causing delays until fixed at 22.35. Mornington Crescent station remained closed through Night Tube and reopened for business at 07.05.

Sunday 4 September saw a number of trains cancelled on the Jubilee Line for a lack of serviceable stock. Seven trains out of the scheduled 48 were cancelled, which equates to 22 unavailable trains out of a fleet of 63 ... Two separate signal failures at Harrow North Junction saw northbound local services diverted via the northbound main from 09.40 until 10.00 and again from 16.20 to 17.00. In the case of the latter, the 1938 Tube Stock special (destined for Neasden Depot) had to be diverted to platform 2 at Harrow-on-the-Hill, where it reversed and sent to Rickmansworth, thence back to Neasden via the southbound local line. A defective District Line train, being moved from Triangle Sidings to Lillie Bridge Depot in restricted manual at 20.55, stalled approaching High Street Kensington, arriving there at 21.25. From the opposite end it worked empty in ATO to Olympia, then stalled again, resulting in the cancellation of one Olympia shuttle and another 20-minute delay. Stations closed for a lack of staff were Chancery Lane (05.45 to 19.00), Temple (before 10.10) and Goodge Street (after 21.55).

The Jubilee Line stock availability continued status quo on **Monday 5 September** with the District Line joining in at 11 in the morning peak. At 10.50, a southbound Northern Line train stalled approaching Euston on the Charing Cross branch. Once the platform was reached, the train continued in restricted manual to south of Warren Street, where normal running was regained, having caused a 25-minute delay. An eastbound Piccadilly Line train stalled between Hammersmith and Barons Court at 17.35, suspending the service between Acton Town and Hyde Park Corner until 18.10. Three trains were stalled between stations for between 20 and 35 minutes. The day ended with a Network Rail signal failure at Wimbledon at 23.25, causing a 30-minute delay to eastbound District Line services on that branch. Stations closed for a lack of staff were Goodge Street (before 06.45) and Perivale (before 06.55).

Tuesday 6 September began with a defective northbound train departing Nine Elms in restricted manual from the start of traffic, suspending the northbound Charing Cross branch for 30 minutes. A signal failure on the southbound Victoria Line at King's Cross from 05.40 soon sent the service into severe delays mode. The service was suspended from 06.35 to 06.55 while a trapped cable was removed – 11 trains cancelled in consequence. A defect on points at High Street Kensington resulted in three separate suspensions of the District Line's Edgware Road service between 12.10 and 14.00 while track inspections took place. A further 20-minute delay occurred from 20.55 for the same reason. A person slipped between the train and platform of a northbound Jubilee Line train at Finchley Road at 15.10, causing a 25-minute delay to the service. Cancellations for no available stock reached 12 on the Jubilee Line in the morning peak and 9 on the District Line in the evening peak. The only station closed for a lack of staff was Chancery Lane, from 22.15 until the end of traffic.

On **Wednesday 7 September**, southbound Jubilee Line trains non-stopped Canons Park until 06.40 because of no CCTV and no staff available to give assisted dispatch to Train Operators. A Network Rail cable defect caused a loss of signalling control north of Queen's Park from 06.50, suspending the Bakerloo north of there until 09.15. 15 trains were cancelled in consequence. Continuing issues with points at High Street Kensington caused two further track inspections during the day, with delays

between 15 and 20 minutes. Eastbound Jubilee Line trains non-stopped Waterloo from 18.05 until the end of traffic because of a defect with the platform edge doors. The District Line was suspended east of West Ham from 23.50 to 00.15 while a search was carried out for possible trespassers in the East Ham – Barking area. Stations closed for a lack of staff were Chancery Lane (before 07.15 and after 22.15) and Becontree (after 22.00).

Thursday 8 September will be remembered for the announcement in the afternoon of the death of Queen Elizabeth II, with posters and other information appearing very shortly after around the TfL network. Rolling stock issues continued to affect the District and Jubilee lines, each having 12 trains cancelled in the morning peak and 10 and 11 respectively in the evening peak. A lack of Train Operators on the late shift caused 12 cancellations in the evening peak. Piccadilly Line trains non-stopped Gloucester Road from 06.30 to 10.20 because of lift defects. Points failing at High Barnet from 11.55 reduced the platform availability from three to one until fixed at 13.00. A signal failure at Gloucester Road from 12.05 suspended the Circle Line and the District Line between Earl's Court and Whitechapel until 12.50. The incident train was stalled approaching Gloucester Road until 12.30. Flooding caused Dagenham Heathway station to close from 12.20 to 16.30 and again from 21.25 until the end of traffic. Stations closed for a lack of staff were Chancery Lane (before 06.35), Becontree (before 07.15) and Mornington Crescent (after 22.20).

The stock situation on the District and Jubilee lines remained almost unchanged on **Friday 9 September** (although the Jubilee Line had 15 cancellations in the morning peak), while Train Operator non-availability on the Piccadilly Line reached 11 cancellations. The Waterloo & City Line had two trains cancelled out of the five in the morning peak because of defects, although the line has been operating one short for some time because of one train with a long-term defect. Stations closed for a lack of staff were:

Covent Garden (before 05.55)	Redbridge (before 07.05, after 21.55 and through Night Tube)
Dagenham Heathway (before 06.00)	Goodge Street (after 21.55 and through Night Tube)
Chancery Lane (before 06.40, after 22.10 and through Night Tube)	Wanstead (after 22.00 and through Night Tube)
Mornington Crescent (before 07.00)	Holland Park (after 22.15 and through Night Tube)

Incidents during the day are summarised thus:

1. 20-minute delay Upminster Bridge from 06.25 – westbound train with door defects.
2. Central Line suspended Hainault – Woodford 09.45 to 11.45 – train gapped off current entering Hainault Depot.
3. Metropolitan Line suspended in its entirety and the Piccadilly Line west of Rayners Lane, both from 15.25 – person reported trackside at Harrow-on-the-Hill. Two trains were stalled approaching Harrow, one southbound Metropolitan Line until 16.05 and one Down Chiltern train until 16.10. Services resumed at 16.30 after a 'no trace' was reported with 20 trains cancelled in consequence. (*The reason for the Piccadilly Line being suspended west of Rayners Lane was the number of Metropolitan Line trains on the Uxbridge branch being held in platforms with 'nowhere to go'*).
4. Bakerloo Line suspended north of Stonebridge Park 15.50 to 18.10 – train gapped off current entering the siding at Harrow & Wealdstone.
5. 25-minute delay to the southbound City branch of the Northern Line – signal failure at Euston.
6. Dagenham Heathway station closed 18.20 to 18.55 – flooding.

On **Saturday 10 September**, a suitcase on the northbound track at Euston caused an initial 15-minute delay to the Victoria Line from 11.30. This followed a defective train earlier at 10.50 on the southbound at Oxford Circus and in consequence, an end-to-end reduced service of 22 trains was operated until Night Tube kicked in. Because of the large number of mourners (q.v.) travelling to Buckingham Palace, Green Park station closed for crowd prevention from 11.20 to 13.35 and from 13.55 to 19.40. A lack of Train Operators at Elephant & Castle from 23.05, and with both platforms occupied, caused the whole line to come to a stand. One southbound train was stalled approaching Elephant & Castle which was authorised to return to Lambeth North, detrained and sent to London Road Depot. All other trains were held in platforms until 23.45, from when services from Elephant & Castle restarted. Stations closed for a lack of staff through Night Tube reopened as follows: Chancery Lane (06.50), Goodge Street and Redbridge (both 07.00), Wanstead and Holland Park (both at 07.35).

During Night Tube early on **Sunday 11 September**, the Central Line was suspended between Leytonstone and Hainault from 02.05 to 03.05 because of a person on the track at Newbury Park. A northbound Victoria Line train was delayed for 20 minutes at Pimlico from 02.25 because of a cat

trackside. A signal failure on the westbound at Barking from 05.55 suspended the District and Hammersmith & City lines until 06.50. One westbound train was stalled approaching Barking for the duration. Trains then worked through under failure conditions with a further 25-minute delay from 09.20. Clear signals were obtained at 10.50 – the problem was believed to be fault with the pumping system for the flyunder. A signal failure at Cockfosters from 11.00 suspended the Piccadilly Line east of Oakwood (but with a reduced service east of Arnos Grove because of congestion) until 13.40. 17 trains were cancelled in consequence. Two further incidents badly dented the Piccadilly Line service later in the day, first being a multiple signal failure on the eastbound at Gloucester Road from 16.30 (fixed by 17.55) and then a stalled eastbound train at Ravenscourt Park. This latter suspended the Piccadilly Line between Acton Town and Hyde Park Corner, along with the District Line's Ealing service because of congestion in the Acton Town area. Four eastbound trains were stalled between stations until between 18.35 and 18.45, with services resuming shortly after with 15 trains cancelled. Crowds visiting Buckingham Palace caused Green Park station to close from 13.35, reopening for exit only from 14.40, with full opening from 19.30. Points failing at High Barnet from 16.40 suspended the service between there and Finchley Central until 17.30. A person trackside at Harrow-on-the-Hill brought the Metropolitan Line to a stand north of Wembley Park from 14.45 to 15.15. Aldgate was the only station closed for a lack of staff, opening for business at 07.40, with the Circle Line non-stopping and the first three Metropolitan Line trains terminating short at Moorgate.

The main event on **Monday 12 September** was a major power failure just before 07.00, which affected the Piccadilly Line (suspended east of Hyde Park Corner) and Victoria Line (suspended completely). Several stations were also affected, closing for various periods (see below). The Northern Line was affected to a lesser extent, with the loss of traction current in Highgate and Golders Green depots. On the Piccadilly Line, nine trains were stalled between stations and a further 11 trains front-tripped on signals which had returned to danger on their approach. All 20 trains had reached platforms by 07.35 from when the service resumed (with 25 trains cancelled). On the Victoria Line, three trains were stalled between stations which reached platforms by 08.00 and services then resuming with a special 22-train end-to-end service until 14.00 (*that plan soon came to grief with the incident at King's Cross – see below*). Stations closed (with their reopening times) were as follows: Tufnell Park (07.40), Camden Town and Euston (both 07.45), Goodge Street (07.55), Mornington Crescent (lift stalled in shaft until 08.25, reopened at 08.35). King's Cross (partially reopened at 08.50, fully opened at 10.20), Warren Street (09.25), Highbury & Islington (09.50) and Oxford Circus (11.40).

The rest of the day was not without incident, summarised thus:

1. Stations closed for a lack of staff were Arsenal (before 06.45), Hampstead (07.40 to 11.05) and Goodge Street (after 22.10).
2. St. Paul's station closed 07.15 to 07.50 – fire alarm activated.
3. 25-minute delay southbound at Euston (City branch) from 09.10 – signal failure.
4. Green Park station exit only 10.00 to 20.00 – crowd control regarding visitors to Buckingham Palace (which was to remain the case up to and including 19 September).
5. Victoria Line suspended completely from 15.10 – stalled defective train entering King's Cross siding. The service resumed south of Warren Street and north of Seven Sisters at 15.55 with through services at 16.45, but to another 'special service' (of 24 trains – q.v.). *An informed source suggests the problem was related to the earlier power failure with no current in the siding until the siding circuit breaker was reset.*
6. Waterloo & City Line suspended 16.15 to 17.50 – signal failure at Waterloo.
7. Eastbound Jubilee Line train delayed with door defects at Waterloo from 16.25. Passengers on one car were detrained via the communicating door to the adjacent carriage, save for one person in a wheelchair who remained on the train to Canning Town (which was the first station without platform edge doors).
8. Piccadilly Line trains non-stopped Gloucester Road from 22.20 until the end of traffic – lift defects.
9. Piccadilly Line suspended Heathrow T2 & 3 to T5 22.20 to 23.10 and 23.40 to 00.10 – two separate incidents of passengers unable (or unwilling) to leave the terminating trains.

Tuesday 13 September was much quieter (in terms of incidents) network-wide. A lack of staff kept Goodge Street station closed until 07.05, while Highbury & Islington closed from 08.05 to 08.40 because of escalator defects. A westbound District Line train became non-communicating (between the old and new signalling systems) on the westbound changeover point at Stepney Green at 23.55, causing a 30-

minute delay to last trains while it was moved in restricted manual to Whitechapel and reversed back to Upminster Depot from there.

A Network Rail track defect at Gunnersbury from the start of traffic on **Wednesday 14 September** resulted in a 5 mph speed restriction in the area and a much reduced District Line service to Richmond. This culminated in a suspension of the Richmond branch from 06.50 to 08.25 while repairs were undertaken. The Northern Line also began the day with delays because of signal problems at Morden, which persisted through the morning peak until fixed at 10.30 – a 25-minute delay south of Tooting Broadway occurred from 09.35 for a trackside access. A Network Rail power failure in the Wembley area suspended the Bakerloo Line north of Queen's Park from 11.40 and also affected the Richmond branch of the District Line, causing a 20-minute delay from 12.05. The Bakerloo Line, however, remained suspended until 15.10. In addition to the continuing exit and interchange only arrangements at Green Park station (q.v.), St. James's Park station was also closed for crowd control from 10.00 to 14.40. Stations closed for a lack of staff were Holland Park (before 06.20), Chancery Lane (after 22.20) and Caledonian Road (after 23.10).

A further Network Rail track defect, this time at East Putney, prevented the District Line starting up on the Wimbledon branch from the start of traffic on **Thursday 15 September**. Services between Earl's Court and Parsons Green began from 06.00, following the operation of current rail section switches. Services to Wimbledon began at 07.45 with 13 trains cancelled. A Network Rail signal failure at Willesden Junction caused the Bakerloo Line to go into 'severe delays' mode from 14.10, with the service north of Queen's Park suspended from 15.05 to 15.40 while repairs were effected. Holland Park station closed from 20.45 to 21.20 because of a fire alarm activation. Stations closed for a lack of staff were Arsenal (before 06.50), Chancery Lane (before 06.55) and Caledonian Road (before 07.00).

On **Friday 16 September**, further overnight work on the points at East Putney resulted in a late start for the District Line west of Parsons Green – services to Wimbledon began at 07.05. The Waterloo & City Line was suspended from 16.05 to 16.30 because of a train gapped off current at Waterloo. A defective northbound train at Oval suspended the Northern Line south of Kennington from 18.20 to 18.50, with one train stalled approaching Oval for the duration. Signalling problems at Barking from 20.05 suspended the District Line east of Whitechapel and the Hammersmith & City Line east of Moorgate, the latter until the end of traffic – 24 trains were cancelled in consequence. With no resolution in sight, a limited service resumed under failure conditions. The inner rail Circle Line was also suspended until 23.35 because of blocking back on District Line territory. Points failing at High Barnet from 20.55 suspended the Northern Line north of Finchley Central until 21.50. One train was stalled approaching High Barnet for 30 minutes. Train Operator cancellations on the Piccadilly Line reached 12 on the late shift and was the only line to record (two) cancellations during Night Tube. Stations closed for a lack of staff were East Putney (before 07.25) and Chancery Lane (after 22.40 and through Night Tube). In addition, southbound Jubilee Line trains non-stopped Finchley Road from 22.55 until 23.30 because of defective CCTV and no staff available to give assisted despatch to Train Operators.

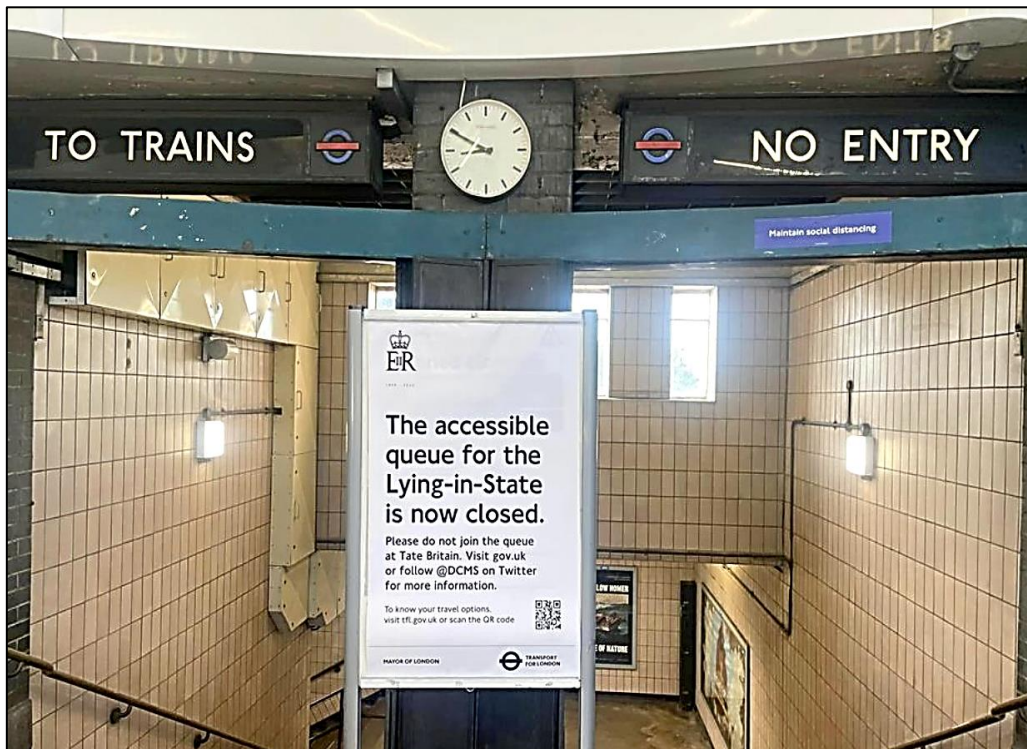
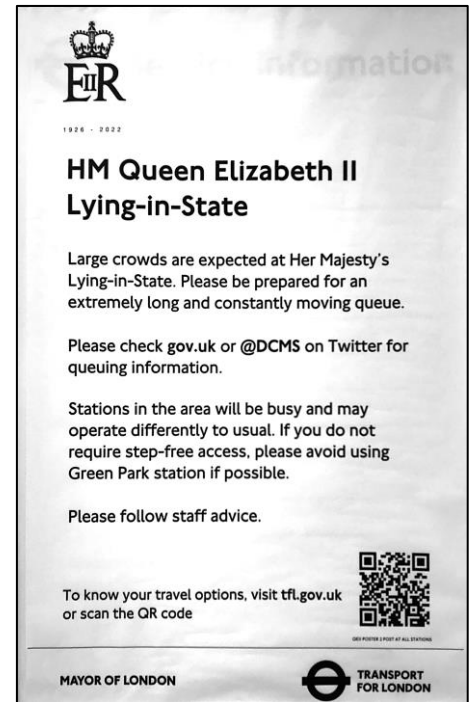
The District Line had delayed starts at both end of the line on **Saturday 17 September**. At the east end of the line, the on-going cable problems at Barking on the eastbound enabled a handful of trains to enter service from Upminster westbound but the service was suspended between Dagenham East and Plaistow from 05.35 (with the Hammersmith & City Line already suspended east of Moorgate). Services resumed at the east end of the line at 08.15 (District Line) and 09.20 (Hammersmith & City Line). Meanwhile, at the west end of the line, a defective engineer's train at Earl's Court at 05.45 suspended District Line services through the area from 05.45 to 06.15. Points failing at Northfields from 07.10 suspended the Piccadilly Line between Acton Town and Heathrow until 08.40. The Metropolitan Line had two trespass incidents in quick succession, first at Amersham from 07.30 (suspended north of Chalfont & Latimer until 08.05), the second at Watford (suspended Moor Park – Watford 07.55 to 08.20). The Olympia shuttle service was suspended from 13.20 to 14.35 because of a tree across the track just east of Olympia. The departing train stopped short and was authorised to return to Olympia within 20 minutes. Train Operator cancellations varied throughout the day, with the Central Line reaching 12 early afternoon, the Piccadilly Line 11 and Victoria Line 10, both mid-evening, along with 4 trains on the Piccadilly Line during Night Tube. Stations closed for a lack of staff were East Acton (before 06.30) and Chancery Lane (through Night Tube and until 07.45).

The Northern Line had two problems at High Barnet during the morning on **Sunday 18 September**, first from 10.00 with a points failure, suspending the service north of Finchley Central. Services were ready to resume at 10.55 but were prevented from doing so because of a defective train then in the platform.

Once the problem was resolved, services did resume at 11.25. A signal failure at Canary Wharf brought the Jubilee Line to a stand at 13.35, suspending the service on the extension until 14.35. A person trackside at Dagenham East from 14.35, suspended the District Line east of Barking until clear at 15.20. A lift stalled in the shaft at Kennington at 14.45 trapped those within until released at 15.25. A defective eastbound train at Hyde Park Corner at 16.50 caused a 25-minute delay while it was taken out of service and reversed east to west and back to depot. The only station to close was Hyde Park Corner from 21.00 because of crowd control.

Below: A selection of posters displayed between 8 and 19 September 2022.

Photos: Nick Garnham, Kim Rennie



Left: The poster at the entrance to the platforms at Redbridge on Sunday 18 September. Note the tiled bullseyes beside the "To Trains" and "No Entry" signs.

Photo: Keith Ward

The State Funeral for Her Majesty the Queen took place on **Monday 19 September** and was declared a Bank Holiday. However, Underground services operated a normal Monday to Thursday service but with many sections of line having an hour later finish, but certainly in the

direction of homeward traffic. Details of the additional services are shown below. The day started with the eastbound platform at East Acton reopening at the start of traffic after its year-long reconstruction. A defective train at Upminster at 05.35 stalled on departure. It was authorised to set back into the station and 'try again', also with the same result. It was returned to the station once again but then sent back to depot – 11 trains were cancelled for the morning peak. A signal failure at Arsenal from 07.05 soon set the Piccadilly Line into 'severe delays' mode, with trains initially continuing through under failure conditions. However, for repairs to be effected, the service was suspended east of King's Cross from

11.10 to 11.50 with 18 trains cancelled in consequence. A Network Rail signal failure at Kew Gardens (which began at 18.50) suspended the Richmond branch of the District Line from 19.15 to 19.40. Stations closed for a lack of staff were Battersea Power Station (before 05.50 – with trains running empty between there and Nine Elms), Temple (before 06.00), Tooting Bec (before 06.40), Chancery Lane (after 22.25), Bank and Monument (after 00.55).

STATION ARRANGEMENTS:

Stations closed (funeral day) –

Westminster – interchange only from start until 15.40.

St. James's Park – start to 15.30.

Green Park – exit and interchange 10.00 to 20.00.

Marble Arch – from 12.30 until 14.40.

Hyde Park Corner – start to 20.40.

Lancaster Gate – start to 15.50.

LATE-NIGHT TRAIN SERVICE ARRANGEMENTS:

Train services on all lines (except for the Waterloo & City Line) were extended to finish by one hour, although not always in both directions – services in that extra hour were (in general):

Bakerloo Line: 5 mins Elephant & Castle – Queen's Park, 15 mins Harrow & Wealdstone.

Central Line: Last trains as normal North Acton – West Ruislip and Hainault – Woodford. For the last hour, 10 mins Epping/Hainault – Leytonstone, 5 mins Leytonstone – White City, 10 mins White City – Ealing Broadway.

Circle and Hammersmith & City lines: 20 mins Hammersmith – Barking, 20 minutes pan-handle Circle Line.

District Line: 10 mins Upminster – Barking, 5 mins Barking – Earl's Court, 10 mins Earl's Court – Wimbledon, 20 mins Richmond/Ealing Broadway.

Jubilee Line: 5 mins Stratford – Wembley Park, 10 mins Wembley Park – Stanmore.

Metropolitan Line: Last trains as normal to Chesham and Watford. For the last hour, 5 mins Aldgate – Wembley Park, 6-8 mins Wembley Park – Harrow-on-the-Hill, 10 mins Uxbridge, 20 mins Amersham.

Northern Line: Last trains as normal on Battersea and Mill Hill branches. For the last hour, 5 mins Morden – Camden Town via City, 5 mins Kennington – Camden Town via Charing Cross, 5 mins Edgware and High Barnet (each served by alternate City and Charing Cross branch trains).

Piccadilly Line: Last trains to Heathrow T4 and T5, Uxbridge and eastbound from Rayners Lane as normal. For the last hour, 5-10 mins Cockfosters – Acton Town, 5-10 mins Acton Town – Northfields, 10-15 mins Northfields – Heathrow T 2&3, 10-20 mins Acton Town – Rayners Lane.

Victoria Line: 5 mins Brixton – Walthamstow Central.

Waterloo & City Line: Normal finish.

Chancery Lane station remained closed because of a lack of staff until 06.55 on **Tuesday 20 September**. A signal failure at Watford South Junction from 06.10, which affected both the local and 'main' tracks, suspended the Metropolitan Line north of Harrow-on-the-Hill until 07.35. One train was stalled at the junction for an hour. Hampstead station closed at 12.10 because of a local power failure with passengers trapped in one of the lifts until 12.50. The station reopened at 13.15. Points failing at Brixton from 13.35 set the Victoria Line into 'severe delays' mode, with a 15-minute suspension while an obstruction was removed from the points. Because of the disruption to the service, a 25-train special service was implemented until after the evening peak. Points failing at Amersham at 19.45 caused a 30-minute suspension north of Rickmansworth.

The Wimbledon branch of the District Line was late starting up on **Wednesday 21 September** because of a missing overnight track worker on Network Rail territory. After searches were undertaken, the service began at 06.25. A defective engineer's train at Knightsbridge caused a 25-minute delay to the first eastbound Piccadilly Line train 'through the road'. The defective train was worked into Down Street Siding. Borough station remained closed until 06.35 for a lack of staff, while Belsize Park closed from 06.15 until 07.25 because of a local power failure. Points failing at South Harrow from 17.30 suspended the Rayners Lane/Uxbridge branch of the Piccadilly Line until 18.45. Three trains west of Rayners Lane were taken out of service into Uxbridge Sidings. Ten trains were cancelled in consequence.

Thursday 22 September was thus:

1. Jubilee Line suspended West Ham – Stratford from start of traffic – SPAD by a train exiting Stratford Market Depot which activated the track circuit interrupter and prevented train movement. Services into Stratford began at 06.50.
2. Piccadilly Line suspended through Acton Town 05.40 to 06.20 – points failure east of the station.
3. Bakerloo Line suspended north of Queen's Park 06.10 to 06.50 – track fire at Stonebridge Park.

4. Severe delays on the southbound Charing Cross branch from 07.10 after an initial 15-minute delay – points failure at Camden Town. Northern Line suspended Camden Town – Battersea Power station 09.55 to 11.20 for repairs to be effected.
5. Signal failure eastbound at Ruislip Manor from 14.55. Piccadilly Line suspended west of Rayners Lane until 16.00. Metropolitan Line trains continued to run under failure conditions.
6. Stratford station closed 18.00 to 18.40 – fire alarm activated in lift machine room. Jubilee Line suspended east of West Ham and Central Line non-stopping.
7. Victoria Line suspended north of King's Cross 22.20 to 23.35 – track circuit failure south of Walthamstow Central on the southbound.

All lines kept within single figures for Train Operator cancellations on **Friday 23 September** and the only station closures for a lack of staff were Battersea Power Station until 06.00 and Nine Elms until 07.20. The only operational blot on the landscape was further vandalism of signal equipment in the East Ham area which caused a signal failure on the eastbound from 18.20, suspending the District Line east of Whitechapel and the Hammersmith & City Line east of Moorgate. The District Line resumed at 18.45 under failure conditions but was suspended once again from 21.15 to undertake repairs to a vandalised cable. The District Line resumed at 22.45 and Hammersmith & City Line at 23.50 – 16 and 8 trains respectively were cancelled.

On **Saturday 24 September**, the first outer rail Circle Line train from High Street Kensington was delayed by 25 minutes because of an obstruction on the track departing from Lillie Bridge Depot. A person trackside at Wimbledon Park then caused a 20-minute delay to the District Line from 07.55. All lines kept to single figures for Train Operator cancellations, although three of them in the “just about” category. The only station to close for a lack of staff was Farringdon from 23.00 to 00.05.

Right: 40 years ago on Friday morning 24 September 1982, the last four Bakerloo Line trains departed from Watford Junction, the service having been withdrawn after three attempts (in March and June 1982). A southbound train departs from Bushey.

Photo: Brian Hardy



Sunday 25 September began at the end of Night Tube with a northbound Northern Line train stalling at Mornington Crescent at 05.05 causing a 25-minute delay. An eastbound Central Line train was unable to depart from Stratford at 11.55

because of a loss of automatic operation. The train departed in restricted manual, detrained at Leyton and then ran empty to the middle platform at Leytonstone, having caused a 30-minute delay.

Monday 26 September was thus:

1. Mornington Crescent station remained closed until 07.00 – lack of staff.
2. Points failing at Stonebridge Park from 08.20 with a number of brief suspensions of service until 10.55 when fixed by Network Rail engineers.
3. A SPAD on the northbound approach to Harrow-on-the-Hill at 08.40 suspended the Metropolitan Line on the northbound local line until 09.10, with trains diverted via the northbound fast line.
4. A SPAD on the westbound approach to Acton Town at 12.35 brought the District and Piccadilly lines to a stand until 13.05 with three trains stalled between stations throughout.
5. 20-minute delay Ravenscourt Park westbound Piccadilly Line from 14.50 – dog on track, which eventually left the system through Acton Works.
6. Wrong route accepted by an eastbound Hammersmith & City Line train at Hammersmith at 19.35, taking its passengers into the sidings. The train returned to the station to ‘try again’ causing a 20-minute delay.

7. Failure of the new signalling system in area SMA5 at 21.15 suspended the District Line west of Whitechapel and the Circle Line until 21.45.

8. The Piccadilly Line reached 13 cancellations for no Train Operators on the late shift.

A passenger altercation on a southbound Jubilee Line train at St. John's Wood suspended the service between Finchley Road and Waterloo from 08.50 to 09.15 on **Tuesday 27 September**. Two trains were stalled between stations throughout. The southbound Charing Cross branch of the Northern Line was suspended from 17.25 to 17.45 when a train became non-communicating at Euston. The Battersea extension was also suspended in both directions. A track fire at High Barnet at 18.45 then suspended the Barnet branch from 18.45 to 19.20. A report of two persons trackside suspended District and Piccadilly Line services through Acton Town from 21.30 to 22.05, with one train stalled on the eastbound approach for the duration. Points failing at Hanger Lane Junction at 23.55 suspended the Piccadilly Line between Acton Town and Uxbridge and the District Line to Ealing Broadway until the end of traffic. One stalled Piccadilly Line train at the junction was able to be routed to Ealing Broadway. Clear signals were obtained at 01.25 by which time the trains involved ran empty to their respective stabling points. Stations closed were Hyde Park Corner (08.25 to 09.00 – local power failure), Swiss Cottage (09.50 to 10.15 – escalator defects) and Manor House (22.00 to 22.50 – fire alarm activated).

On **Wednesday 28 September**, The westbound platform at White City remained closed until 05.50 because of flooding by sewage. Goodge Street station remained closed until 06.05 and Chalk Farm until 06.45, both for a lack of staff. Train Operator cancellations reached 12 on the Central Line at midday, while the Piccadilly Line varied between 13 and 18 on the late shift. A westbound Central Line train was discovered to have a positive traction earth and was derailed at Lancaster Gate at 20.50 but then was unable to move at Holland Park, causing a 25-minute delay through the road. Points failing at Hampstead at 00.55 for the scheduled empty 'rusty rail' movement caused the last northbound train to Edgware to be delayed by some 25 minutes.

Another instance of vandalism to cables in the Barking area occurred at 19.55 on **Thursday 29 September**, causing three signals to remain at danger, suspended the Hammersmith & City Line east of Moorgate, with a limited District Line service working through the area under failure conditions after an initial 50-minute stand. At 23.15, the District Line was suspended at the east end of the line until close of traffic while investigations (and subsequent repairs) continued. Passenger action on an eastbound train at Wood Green brought the Piccadilly Line to a stand for 25 minutes from 20.50 while the police attended. At 01.10, a person trackside at Stanmore delayed the last northbound train from arriving until 01.40. The Piccadilly Line's Train Operator cancellations on the late shift continued unchanged from the previous day, while the Jubilee Line's cancellations for defective stock remained at 8 in both peaks..

On **Friday 30 September**, Train Operator cancellations on the Central Line reached 10 and on the Piccadilly Line 12, both on the late shift. The District Line had a 35-minute late start on the Wimbledon branch because of a late finish to overnight Network Rail engineering – effectively the first two trains were cancelled. A westbound District Line train became non-communicating with the signalling system at Aldgate East at 16.20, bringing the District and Hammersmith & City lines to a stand. It departed in restricted manual after an initial 15-minute delay and was taken out of service at Tower Hill. It then became non-communicating again at Earl's Court at 17.10, by then 30 minutes late, with other District Line services operating via platform 4 until movement was gained at 17.30. A person under a train at High Barnet at 22.10 suspended the Northern Line north of Finchley Central until 23.30, with one train stalled on the approach and was authorised to return to Totteridge arriving at 22.55 – 12 trains cancelled in consequence. The service was disrupted once again at 00.55 with smoke reported under a southbound train at Oval, suspending the service between Charing Cross and Morden until 01.40 – one train was stalled approaching Oval for the duration.