

UNDERGROUND DIARY

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Heavy rain on **Sunday 1 October** caused a number of problems: Liverpool Street remained closed until 08.00 because of flooding, and again from 15.25 until 16.55 for the same reason.

- Sloane Square eastbound platform closed from 10.30 until 11.40 because of flooding and then the whole station from 13.50 until 16.10.
- Excessive rain caused two signals to fail between Chorleywood and Chalfont from 13.05. The problem continued until fixed at 17.40, with trains working through the area under failure conditions.
- Flooding on the track suspended the East London line service to New Cross Gate from 14.10 for an hour.

A current rail defect on the westbound at Wood Green began to delay Piccadilly Line services from 09.30 on **Monday 2 October**. Further problems occurred during the evening which resulted in a disrupted service until the end of traffic, in turn delaying the District Line through Acton Town because of late crew reliefs. The only other notable event was a person ill on a southbound Northern Line train at Clapham North at 16.20, which caused a 35-minute suspension south of Stockwell.

The Victoria Line had a bad start on **Tuesday 3 October**. A track defect at Finsbury Park suspended services between Seven Sisters and King's Cross until 06.00. Moments later a signal failure at Brixton suspended services south of Victoria until 07.00. A southbound Northern Line train stalled approaching Golders Green at 10.20 because of an air defect, suspending services between there and Edgware. The only option was to 'push out' the defective train, 12 cars of which began moving at 11.35. To enable the 'abnormal' length train access to Golders Green depot, the only way possible was for the train to reverse on the southbound line south of the station. In doing so, it was necessary to suspend services north of Hampstead until the train was clear in depot – by 12.30. At 17.25, a multiple signal failure at South Kensington suspended all SSL services through the area, trapping a number of trains between stations. Two outer rail Circle Line trains were worked away to Parsons Green, once District Line Train Operators had arrived to 'pilot' them. District Line services resumed at 19.10 after cable repairs had been made – they had been "chewed through" by a mouse – who didn't live to tell the tale! The outer rail Circle Line remained suspended until the close of traffic. The day ended with a delayed exit from Hampstead station for one passenger, who was in a stalled lift from 23.20 until released at 00.35.

Wednesday 4 October belonged to the Central Line, beginning with a signal failure at Stratford from 08.45. There was little disruption until a signal failure at Leytonstone at 11.15, with services suspended until 11.50. Another signal failure – at Liverpool Street – brought services to a stand once again at 17.30 with trains taking a long time to traverse the failure area. With clear signals at 19.10, service recovery was hampered with another failure at Queensway from 19.35. A train had been reversed west to east and the points failed to

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return to normal. The approaching stalled train also had to be reversed west to east (at Queensway) to clear it from the tunnel, from when services were suspended until 20.15.

Thursday 5 October was “more of the same” throughout the system, but with nothing unusual to note.

On **Friday 6 October**, heavy rain again caused flooding problems, summarised as follows:

- Ravenscourt Park closed 14.05 to 14.35.
- Central Line non-stopped Oxford Circus 14.25 until 15.00.
- Eastbound platform at Blackfriars non-stopped from 14.15 for an hour.
- Notting Hill Gate closed from 15.45 until 20.40 with all lines non-stopping.

Saturday 7 October and **Sunday 8 October** passed off uneventfully, but **Monday 9 October** began with a suspension of the Richmond branch of the District Line from 06.20 because of points failing at Richmond. One train stalled on the approach arrived in the platform by 07.05. Services resumed at 08.00. During the afternoon a power failure in South London affected some stations from 15.25. Clapham Common closed until 16.20 and Vauxhall until 17.35. Kennington operated way-out only until 18.10. Towards the end of the evening peak, points failing at Baker Street suspended the Metropolitan Line service south of Finchley Road from 18.20, although several trains were also terminated at Wembley Park. One train approaching Baker Street from the City had to be routed into platform No.6 and reversed back to whence it came. Services resumed at 18.45.

The District Line started badly on **Tuesday 10 October** with three separate problems:

- A late start through Dagenham East because of rail defects.
- A late start through Acton Town (which also affected the Piccadilly Line) because of incomplete track work.
- A train radio failure at Earl’s Court then prevented any trains running throughout the District Line and the District Line side of the Circle.

Although the Dagenham East problem was resolved by 05.20, it was not until 06.15 that trains were able to run freely throughout the line, by which time the track problem at Acton Town and train radio defect had been resolved. The situation had improved so that for the morning peak, just ten trains were cancelled. Notting Hill Gate station closed just after 10.00 because of a sewage leak with all services non-stopping. It remained closed for the rest of the day. At 20.40 a stock transfer from the East London Line was delayed at Aldgate East for a few minutes as it was signalled via Tower Hill.

On **Wednesday 11 October**, a lightning strike at Amersham knocked out all the signalling in the area, suspending services north of Rickmansworth from 11.25. One stalled train arrived in the station at 11.55. The services resumed at 12.50, only to be further disrupted from 13.00 because of a signal failure in the area of Lords disused station and another at Chalfont

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& Latimer. All the problems had been resolved by mid-afternoon. A westbound Piccadilly Line train was unable to move off from Bounds Green at 17.15, suspending services between Arnos Grove and Wood Green. Once on the move at 17.45, it was taken out of service into Wood Green siding at 17.55, from when services resumed. The Hammersmith & City Line was suspended west of Edgware Road from 19.45 until 21.05 because of a person under a westbound train at Goldhawk Road. Points failing at Wembley Park delayed the last southbound Jubilee Line train at 00.20. With only one passenger on the train (who was taken onwards by taxi when the train arrived in the platform at 01.00), a replacement train was brought into service from Neasden depot and continued to Stratford some 30 minutes late. By this time, insufficient staff at Bond Street, Westminster and Waterloo meant that the train had to non-stop those three stations. Stations-wise, Notting Hill Gate remained closed throughout the day because of on-going sewage seepage with several others having to close caused by heavy rain and resultant flooding –

- Victoria (District and Circle) non-stopped 13.00 until 17.10.
- Covent Garden closed 13.05 to 15.45 (although the station opened for exit from 14.30).
- Turnpike Lane closed 13.25 to 16.05.

Finally, flooding on the track at Gunnersbury suspended the Richmond branch of the District Line from 12.50 for an hour.

On **Thursday 12 October**, SSL services through Euston Square were suspended from 10.55 until 12.05 because of an air burst on a westbound C stock train. The Central Line was suspended North Acton – Ealing Broadway 17.30 to 18.20 because of points failing at North Acton. One stalled eastbound train was worked back wrong line to West Acton by 17.55. This was followed by the Victoria Line service being suspended north of Seven Sisters from 19.40 until 20.50 because of a signal failure at Walthamstow Central. It was a touch of “Friday the 13th” for SSL services on **Friday 13 October**! A signal failure on the eastbound/outer rail at Farringdon from the start of traffic caused delays for the Circle and Hammersmith & City lines, with trains having to work through the area under failure conditions. The Metropolitan Line was suspended from Baker Street into the City from its first train ex-Baker Street at 05.58 until the failure was fixed by 06.45. The recovery of the other two lines was then hampered with a signal failure at High Street Kensington until 07.20. At 22.50 the District Line was suspended west of South Kensington and the Circle Line in its entirety because of points failing at Earl’s Court, preventing any westbound movement through the area. Authorisation was given for three stalled trains to move into platforms under failure conditions, being complete at 23.35. Services resumed at 23.45 with very late running last trains. Meanwhile, the Waterloo & City Line was back in the news twice during the day. The first was a suspension from 12.55 until 13.40 because of a signal failure at Waterloo and then again from 14.45 until 18.05 because of a train radio failure.

Saturday 14 October passed with nothing serious out of the ordinary. The Bakerloo Line occupied most of **Sunday 15 October** from 08.45 with a signal failure

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on Silverlink metals southbound at Kenton. The resulting delays meant a 'special' (split) service from 10.15 until the fault was fixed by 12.00. Attempts to return to timetable were then thwarted by a defect on a negative current rail on the northbound approach to Lambeth North which was causing arcing. Services were suspended south of Piccadilly Circus from 12.30 while track repairs took place, resuming at 21.25. On the District and Piccadilly lines, a signal failure west of Acton Town on the westbound suspended the Ealing Broadway and Rayners Lane/Uxbridge services from 21.45 for an hour. The Heathrow service was able to continue, albeit rather delayed because of congestion in the area.

Monday 16 October began with a signal track circuit failure on the southbound Metropolitan Line at Neasden, suspending services south of Wembley Park from 06.10. The southbound Jubilee Line was unaffected apart from the re-routing of a stalled Metropolitan Line train via the Jubilee to north of Finchley Road. Services resumed at 06.45. Taxis replaced trains on the Chesham shuttle service between 09.30 and 11.30 because the shuttle train became defective. Services to Chesham were again suspended from 17.00 following a report of people on the track. Services resumed at 18.20 after a track search – with nothing untoward found! Stations-wise, Old Street station closed from 06.30 because of a smell of smoke on the main line platforms. Northern Line trains non-stopped until 07.15 but the station remained closed to First Capital Connect services until 09.00. Warwick Avenue also closed from 18.25 until 20.25 because of escalator defects.

On **Tuesday 17 October**, Paddington LU station remained closed from the start of traffic because the station fell with a cordon following a fire nearby. The main line station continued to function, as did the Hammersmith & City part of Paddington station. The LU station was able to open from 10.15 with limited access until all clear at 17.30. A Train Operator taken ill on a westbound Piccadilly Line train at Finsbury Park at 18.30, delayed the service for 25 minutes while a replacement driver was obtained. A signal passed at danger (SPAD) on the westbound District Line at Aldgate East at 21.40 suspended all services in the area, apart from the Metropolitan Line, which was able to continue to terminate at Aldgate. The incident train was authorised to continue but caused a delay of 35 minutes.

A passenger ill on a westbound Piccadilly Line train at Caledonian Road suspended services from 06.10 until 06.55 on **Wednesday 18 October**. On the Bakerloo Line, a traction earth in the Charing Cross area caused problems from 09.45. From 11.05, however, services were suspended south of Paddington until 12.00 because of arcing which in turn caused smoke in the tunnel. A further suspension took place from 16.00 to 16.25 for further investigation of the site. A signal failure on the westbound at Plaistow suspended the District Line service from 13.35, while points were secured. Trains then had to pass through the area under failure conditions, while Hammersmith & City trains were turned short at Whitechapel and Moorgate.

Notables on **Thursday 19 October** included –

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- Signal failure at High Barnet suspended Northern Line north of Finchley Central from 06.45 until 07.15 and again from 15.00 until 15.40. The Mill Hill branch was suspended for similar reasons from 19.50 until 21.10.
- Olympia service suspended 08.10 until 10.25 because of a signal failure on the branch.
- A failure of the train radio between Notting Hill Gate and Paddington suspended the District and Circle lines between High Street Kensington and Edgware Road from 10.50 until 11.20.

On **Friday 20 October**, a loss of signalling control at Leytonstone at 14.30 suspended the Central Line between Liverpool Street and Woodford/Newbury Park. No trains were stalled between stations. Services were able to resume at 15.55 but with eastbound trains having to pass through the area under failure conditions. Then at 20.55 the problem re-occurred again, this time suspending services between Liverpool Street and Hainault. On this occasion there were several trains stalled between stations but all were dealt with by 21.30. Shuttle services began operating between Woodford and Epping, Woodford and Newbury Park via Hainault (non-stop Woodford – Hainault), Bethnal Green and Ealing Broadway and Liverpool Street to West Ruislip. Effectively, the remainder of the service continued to be suspended until the end of traffic, apart from selected last trains, which themselves ran late. Other problems included –

- Piccadilly Line suspended King's Cross – Hyde Park Corner 15.30 to 15.50 – defective train at Russell Square westbound.
- Bakerloo Line suspended through Queen's Park 16.15 to 16.40 – passenger action.
- Bakerloo Line suspended north of Willesden Junction 18.55 to 19.30 – Network Rail signal failure at Harrow & Wealdstone.
- Metropolitan and Piccadilly lines suspended through Ruislip Manor from 20.15 until 20.45 – passenger action.
- Uxbridge branch suspended from 23.50 because of a report of persons trackside at Hillingdon. The all-clear was given at 01.30, from when last trains operated, albeit rather late.
- A SPAD at Parsons Green caused a 30-minute delay from midnight.

There were no excursions from the norm on **Saturday 21 October**. Despite many lines being affected by weekend engineering work on **Sunday 22 October**, there was still a little happening elsewhere, but not until the afternoon. The Central Line had further signalling problems at Leytonstone, preventing eastbound trains to Epping reaching that branch from platform No.3 from 15.40. A shuttle service was thus implemented between Leytonstone and Epping until the fault was fixed an hour later. However, the route to Hainault then failed, causing Hainault trains to be diverted via Woodford until it was all fixed at 17.40. Bakerloo Line services to Harrow & Wealdstone were delayed for 30 minutes from 17.00 because of a train becoming gapped off current entering the siding at Harrow. A 20-minute delay occurred to the District Line at Whitechapel from 18.20 – a person was reported to be walking trackside towards Aldgate East and a track search was necessary. It is not known if anyone was found. A local power failure at New Cross Gate suspended that branch of the East London Line from 20.05 until 22.05.

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Monday 23 October was not without incident, but nothing out of the ordinary, and nothing what hasn't been said already.

Points failing at Uxbridge on **Tuesday 24 October** suspended the Piccadilly Line service west of Ruislip from 07.10 until 09.00. A Docklands Light Railway train stalled on the approach to Bank at 09.10. With assistance from London Underground staff, the passengers were detained, arriving at Bank station on foot between 10.00 and 10.35. Another signal failure at Leytonstone at 15.30 meant that Hainault-bound trains were diverted via Woodford until clear at 16.15.

A signal failure at Epping disrupted the Central Line from the start of traffic on **Wednesday 25 October**. Replacement equipment proved problematical and at 10.45 services were suspended east of Loughton because of additional signalling problems at Debden, resuming at 12.00 under clear signals. The District Line was unable to start through Bromley-by-Bow until 05.40 because of a late finish to track repair work. This also affected the Hammersmith & City Line and, in turn, the Circle Line, as train crews work both services. The Jubilee Line had a delayed start through Waterloo because of points failing and was then further disrupted by two defective trains. Then at 06.50 services were suspended east of North Greenwich with a westbound train stalled on the approach to West Ham with dislodged equipment. The train behind was authorised back to Stratford and arrangements implemented for the defective train's passengers to be detained via the track to West Ham, which was completed by 08.00. Services resumed at 08.40 after the offending train had returned to Stratford Market depot. Passengers on a westbound District Line train, hoping to get to Ealing Broadway, were treated to an unexpected trip to South Ealing instead, when a train accepted a wrong signal west of Acton Town at 23.40. The train continued to Northfields, reversed and returned to Acton Town.

On **Thursday 26 October**, a track fire at Aldgate East suspended District and Hammersmith & City Line services through the area from 08.50, with the Circle Line succumbing shortly after. Once the stalled train (and the track fire) had been dealt with, services resumed at 09.25. Service recovery was then hampered with a report of people on the track in the West Ham area, creating another 15-minute delay from 09.55. At 20.30, a southbound Northern Line train was back-tripped on leaving Euston on the City branch. The train was authorised back into the platform but then had to be taken out of service and put into Euston loop because full speed couldn't be obtained. Services resumed at 20.55.

Friday 27 October offered the following:

- East London Line suspended 05.55 to 06.40 – track fire near Wapping.
- Bakerloo Line suspended south of Lambeth North from 07.50 for 35 minutes because of a smell of burning south of the station.

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- Mill Hill East shuttle service suspended 12.40 to 13.10 because of points failing at Finchley Central.
- Alperton station closed 18.30 to 19.00 because of no station lighting.
- Dollis Hill closed 19.00 to 21.40 because of a station light fusing, causing a small fire.
- A number of minor incidents on both the Northern and Piccadilly lines during the day built up so that there were problems with train crew reliefs at their respective pick-up points, causing delays on both lines during the late evening.

Saturday 28 October was uneventful until 18.30 when a ‘technical’ SPAD (one where the driver isn’t at fault – in this case, the signal returned to danger on the train’s approach, but the train was too close to stop) occurred on the eastbound Jubilee Line approaching Stratford. The train in the rear was authorised back to West Ham within 15 minutes. The incident train arrived at Stratford at 19.25 after points had been secured. Further problems prevented a service resumption until 21.15. A track defect between Turnpike Lane and Manor House from 22.00 initially delayed Piccadilly Line trains, but services were suspended from 22.45 until 23.10 while repairs were undertaken.

Sunday is normally ‘a day of rest’ – not so **Sunday 29 October**. The Bakerloo Line began the day at 07.20 with a computer failure which affected the signalling and suspended the line completely on LU metals between Queen’s Park and Elephant & Castle (two trains shuttled between Harrow and Queen’s Park). Two stalled trains had both been dealt with by 08.00. A limited service of four trains began operating between Queen’s Park and Piccadilly Circus from 11.10, which were themselves delayed for some 15 minutes from 11.30 while further investigative work took place. Services to Elephant & Castle began at 13.30. The southbound Jubilee Line also had a 25-minute delay from 07.25 because of a signalling problem at Baker Street – it is not known whether this was related to the Bakerloo Line problem. Other incidents included:

- Four signals failing on the eastbound in the Ruislip and Ruislip Manor areas from 06.30 caused “severe delays” for the Metropolitan Line until clear at 09.20 with trains taking some 15-minutes to get through the failure area. Piccadilly Line trains began serving Uxbridge from 09.45.
- Chesham shuttle service suspended 08.20 until 11.00 because of a defective train, which had to return to Neasden depot and a substitute acquired. Taxis to and from Amersham operated in lieu.
- A smell of smoke at Highbury & Islington caused delays to the northern section of the Victoria Line from 17.55, which was reversing there because of weekend engineering work. Until it was clear at 18.45, trains either ran empty between Finsbury Park and Highbury, or were suspended south of Seven Sisters.
- An eastbound District Line train became defective at Whitechapel at 19.50 and remained where it was until technical staff arrived. This meant that the Hammersmith & City Line service couldn’t reverse there and was thus curtailed at Moorgate until 20.55.

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- Jubilee Line suspended Wembley Park – West Hampstead 22.05 to 22.50 because of a train unable to move from Dollis Hill southbound.

The Northern Line between East Finchley and Camden Town did not begin until 06.00 on **Monday 30 October** because of a defective engineers train at South Kentish Town disused station. It eventually reached Archway siding in two parts, coupling up and then stabling in the siding. A passenger ill on an outer rail Circle Line train at Temple caused a 25-minute delay to the District and Circle lines from 07.35. Bakerloo Line services were suspended north of Willesden Junction from 08.40 to 11.20 because of a train radio failure. Loose platform nosing stones on the departure platform at Waterloo resulted in eastbound Waterloo & City Line trains operating a one-way service from 10.15, running empty from Waterloo to Bank but in passenger service in the return direction. Normality was restored at 12.30 after the completion of repairs. The problem repeated itself during the evening, with the same arrangements hitherto described operating between 20.15 and 20.40. Mornington Crescent station closed from 17.05 until 17.40 when a lift became stalled in the shaft with passengers. Highgate then closed from 19.50 to 21.10 because of escalator defects.

On **Tuesday 31 October**, an unattended item in the bus station at Canning Town suspended the Jubilee Line east of North Greenwich from 08.45 (and presumably Silverlink and the DLR?) until 09.30, although the station remained closed for a further 15 minutes. The Bakerloo Line stood still for 30 minutes from 12.50 because of a ‘technical SPAD’ (q.v.) on the northbound at Piccadilly Circus. District Line services east of Barking were suspended from 21.45 when a gang of youths ran trackside between Dagenham East and Dagenham Heathway. After a search, nobody was found with services resuming at 22.25.