

# THE UNDERGROUND (DIARY) AND THE CORONAVIRUS

## JULY 2021

Staff shortages caused Blackhorse Road and Tufnell Park stations to remain closed until 06.00 and 07.00 respectively on **Thursday 1 July**. A track circuit failure at Rayners Lane at 10.45 suspended the Metropolitan Line's Uxbridge branch and the Piccadilly Line west of South Harrow until 13.00. One eastbound Metropolitan Line train was stalled approaching Rayners Lane for 20 minutes. Oxford Circus station closed from 20.30 to 21.10 because of defective fire safety equipment. Passenger action at Baker Street caused the SSR part of the station to close from 22.40 until 23.15 while the police attended and made arrests. A signal failure on the northbound at Queen's Park from 23.50 suspended the Bakerloo Line north of Queen's Park until the end of traffic.

Tufnell Park station remained closed until 07.00 on **Friday 2 July**. Points failing at Loughton from 12.30 suspended the Central Line between Woodford and Epping until 13.00, with the same area of suspension again from 13.15 to 13.45 with a repeat failure. In the second instance, two westbound train were stalled between Debden and Loughton, one for 20 minutes, the other for the duration. An eastbound Jubilee Line train encountered a door defect at Westminster at 14.30 and had to be taken out of service, causing a 25-minute delay on the extension. An informed source suggests the problem was a marble stuck in a door runner. Chalk Farm station closed from 16.25 to 16.55 because a report of smoke on the station. Police looking for suspect on a train on southbound platform 4 at Camden Town at 17.00 brought the southbound Barnet line to a stand for 25 minutes. Only the Northern Line encountered crewing problems on the night shift, with 14 trains cancelled in the last hour or so of service.

**Saturday 3 July** offered the following

- Tufnell Park station remained closed until 07.00 – insufficient staff.
- No Olympia service until 15.00, when a one-train service began – Train Operator shortage.
- Defective westbound Circle Line train at Edgware Road at 11.40, causing a 20-minute delay on the Hammersmith branch.
- Fire alarm activations caused Colindale station to close from 05.50 to 06.15 and Tottenham Court Road from 20.40 to 21.35.
- Train Operator cancellations on the Central Line reached 14 on the late shift with further cancellations late at night on both the Central and Northern lines (q.v.).

**Sunday 4 July** began with a late start to the Victoria Line between Seven Sisters and Walthamstow Central because of a late finish to work on points at the latter – services began at 06.15. A person under an eastbound train at Knightsbridge at 12.15 suspended the Piccadilly Line between Hammersmith and King's Cross until 14.00, with Knightsbridge station reopening at 14.30 – one eastbound train was stalled approaching South Kensington until 12.50. In the meantime at 13.35, a person under an eastbound Metropolitan Line train at Rayners Lane suspended the Piccadilly Line west of South Harrow and the Metropolitan Line between Uxbridge and Harrow. Services resumed at 15.15. The combination of both Piccadilly Line incidents saw 28 trains cancelled in consequence. Metropolitan Line Uxbridge line trains were held in platforms because services were suspended south of Harrow for weekend engineering work. A Network Rail signal failure at Wimbledon from 16.55 required the District Line service to Wimbledon to be reduced by 50%, with a suspension west of Parsons Green from 18.15 to 18.45. Station closures included Earl's Court (11.55 to 15.35) for defective fire detection equipment and Fulham Broadway (12.00 to 12.25) because of a test of the fire alarm system in the adjoining shopping complex. Train Operator cancellations on the Central Line reached 11 mid evening, while a lack of control room staff at Hammersmith suspended the Circle and Hammersmith & City lines completely from 21.00 until the end of traffic, along with the District Line east of High Street Kensington.

**Monday 5 July** was thus:

- District Line's Richmond service suspended from 05.30 to 06.30 – Network Rail signal failure at Gunnersbury Junction. Limited services resumed at 06.30 with a full District Line service restored from 10.45.
- Tufnell Park station remained closed until 07.00 – insufficient staff.
- Multiple intermittent signal failure Caledonian Road westbound from 06.10. Trains worked through under failure conditions until fixed at 07.55 – 13 trains cancelled as a result.

- Track circuit failure at Lambeth North from 07.40. Initially trains worked through under failure conditions but suspended south of Piccadilly Circus from 08.45 to 09.10. 13 trains cancelled in consequence.
- Bakerloo Line suspended north of Stonebridge Park 12.10 to 13.45 – obstruction on the track at Harrow & Wealdstone.
- Signal failure eastbound at Barking at 16.50, suspending the District Line east of Barking and the Hammersmith & City Line east of Moorgate until 17.25. A repeat failure occurred from 21.45, suspending the District Line again until 23.10 (the Hammersmith & City Line had closed by then – q.v.). The failure continued intermittently until the end of traffic.
- Circle and Hammersmith & City lines suspended completely from 21.00 until the end of traffic, along with the District Line east of High Street Kensington.

On **Tuesday 6 July**, insufficient staff caused Arsenal station to remain closed until 12.20. Points failing at Walthamstow Central from 05.30 suspended the Victoria Line north of Seven Sisters until 06.05. A problem with pointwork at Barking suspended the District Line east of Barking and the Hammersmith & City Line east of Moorgate with services resuming at 06.45. A Network Rail signal failure at South Kenton suspended the Bakerloo Line north of Stonebridge Park from 07.15 until 12.15. There were two separate delays on the Metropolitan Line because of passengers ill on trains, first southbound at Pinner from 07.45 for 20 minutes and then southbound at Finchley Road from 10.10 to 10.35. A further passenger ill on a train was westbound at Green Park from 18.35, causing a 25-minute delay to the Piccadilly Line. The westbound platform remained closed until 20.10. Goodge Street station closed at 22.30 until the end of traffic because of insufficient staff. The last eastbound train to Upminster was delayed departing from West Ham for 45 minutes from 01.05 because of a person ill on the train. The last Hammersmith & City Line train to Barking to the rear was similarly delayed.

A late finish to track repairs at Barking caused a 40-minute late start to the District and Hammersmith & City lines on **Wednesday 7 July**. First trains began at 05.35 but not before seven H&C trains had been cancelled. Goodge Street station remained closed until 06.10 and closed again at 22.30. Points failing at Ealing Broadway from 05.45 suspended the District Line's Ealing service until 09.15. Also, the Wimbledon branch was suspended west of Parsons Green from 08.30 to 09.05 because of a Network Rail signalling problem at Wimbledon, while a Network Rail signal failure at Gunnersbury from 15.20 suspended the Richmond branch until 16.45. A Network Rail signal failure at Wembley Central from 14.10 caused a suspension of the Bakerloo Line north of Stonebridge Park for an hour.

Tottenham Court Road station remained closed until 06.20 and Temple until 06.30, both for lack of staff on **Thursday 8 July**. Points failing at Hammersmith C&H from 10.15 caused delays to trains on the Hammersmith branch, culminating in a 20-minute suspension from 11.00. A defective westbound Piccadilly Line train at Wood Green at 13.35 suspended the Piccadilly Line between Arnos Grove and King's Cross. An attempt to put the train back into the siding was aborted because of a signal failure and thus continued westbound empty at 14.05. Two trains were stalled between stations throughout. A further 35-minute suspension of the same area occurred at 14.40, with a person ill on a westbound train at Arsenal. The train was detrained and moved to King's Cross where better help facilities were at hand. Monument station closed from 21.55 to 22.20 because of a fire alarm activation. Points failing at Baker Street Junction suspended all SSR services through the area from 23.10 until 00.30.

Lack of staff caused Goodge Street station to be open between 07.05 and 22.50 on **Friday 9 July**. A signal failure at Cockfosters from 13.05 suspended the Piccadilly Line east of Oakwood until 15.25, with a limited service east of Arnos Grove in consequence. A signal failure at Upminster at 13.30 suspended the District Line east of Barking with a reduced Hammersmith & City Line service over District Line territory as a result. Services resumed at 14.15. A fire alarm activation caused Euston LU station to close between 17.15 and 17.45. At 18.45, a passenger altercation involving a bladed weapon took place on a northbound Jubilee Line train departing Green Park which suspended the Jubilee Line between Waterloo and Finchley Road. In addition to the stalled northbound train, two other trains were stalled between Westminster and Green Park. Passengers on the incident train were detrained via the track back to Green Park and when complete and current recharged, the train moved to Bond Street at 19.45 (which was closed from that time). The first of the two stalled trains was moved to Green Park, arriving at 19.50, with the second train authorised to return to Westminster, arriving at 19.40. Services resumed at 20.25 with 18 trains cancelled and a special 5-minute end-to-end service for the remainder of the evening. In the meantime, an intermittent track circuit failure at Lambeth North from 19.25 caused

delays to the Bakerloo Line throughout the evening. With two separate 15-minute periods of the service being held for investigations to take place, clear signals were obtained at 21.50 – 7 trains were cancelled in consequence.



**Left:** The Underground traffic is certainly picking up, but it is patchy in places, as seen here at Moorgate on the northbound Northern Line looking north mid-morning.

**Photo: Brian Hardy**

Line until fixed at 08.20. A suspicious item on the northbound Victoria Line track at Oxford Circus suspended the Victoria Line between Victoria and Highbury & Islington from 09.45 to 10.20. Train staffing issues continued with the worst service implications being on the late shift. Nonetheless, there was no Olympia service throughout the day. Other lines well under par were the Metropolitan Line (15 trains cancelled), Victoria Line (13 trains cancelled with a special service from 16.45), Central Line (13 trains) and Piccadilly Line (18 trains and with no service west of Rayners Lane between 20.45 and 22.30).

For the Euro 2020 football final at Wembley on **Sunday 11 July**, services on the Metropolitan, Jubilee and Bakerloo lines were extended beyond the normal Sunday closing times for return traffic. The crews for this extended service were obtained from the daytime service and thus the normal intervals at certain times were reduced.

### REDUCED SERVICE PERIODS

#### Jubilee Line – Until 13.00:

4-8 mins Stanmore – Wembley Park  
 4 mins Wembley Park – Stratford  
 32 trains instead of 48

#### Jubilee Line – 13.00 to 17.00:

3-6 mins Stanmore – Wembley Park  
 3 mins Wembley Park – Stratford  
 42 trains instead of 48

#### Bakerloo Line – Before 13.00 and 20.00 to 22.30:

15 mins Harrow & Wealdstone  
 5-10 mins Stonebridge Park  
 5 mins South from Queen's Park  
 20 trains instead of 24

#### Bakerloo Line – After 22.30:

15 mins Harrow & Wealdstone  
 5 mins South from Queen's Park  
 19 trains instead of 24

#### Metropolitan Line – before 16.30:

30 mins Amersham  
 30 mins Chesham  
 15 mins Chalfont – Moor Park  
 15 mins Watford  
 7½ mins Moor Park – Harrow  
 10 mins Uxbridge  
 4-4½ mins Harrow – Baker Street (14 tph)  
 5-10 mins Baker Street – Aldgate (10 tph)  
 32 trains instead of 36

On the Metropolitan and Jubilee lines, last northbound trains ran at Saturday times but southbound trains ran later still, the last on both lines departing Wembley Park at 01.00 (arriving at Aldgate at 01.31 and Stratford at 01.45). Because of Metropolitan Line trains stabling in Neasden Depot from the Wembley Park end, platform 6 was unavailable for passengers and trains for return traffic.

On the Bakerloo Line, last trains were at Saturday times except that the last three southbound trains (at Saturday times) from Harrow & Wealdstone (normally to Queen's Park) were extended through to terminate at Waterloo and stable in London Road depot, the last arriving at Waterloo at 01.15.

LAST ARRIVALS AT:	ON A NORMAL		ON
	SATURDAY	SUNDAY	11 JULY
Aldgate	23.59	23.50	01.31
Stratford (Jubilee)	01.10	00.25	01.45

Waterloo (Bakerloo)                      00.38                      23.56                      01.15

*So, that was the plan. We now have a look at what really happened and during the rest of the day!*

Station closures for no staff were Goodge Street (before 06.55 and after 14.30, Tufnell Park (before 07.20 and after 21.05), Southwark (15.00 to the end of traffic), Oakwood (20.30 to 21.10) and Tower Hill (22.10 until the end of traffic – Tower Hill reversers were extended to Whitechapel to reverse). Borough station was also closed from the start of traffic because of lift defects, closing as planned again at 22.00 for engineering work. Points failing at Walthamstow Central from the start of traffic caused an initial 15-minute delay but the service north of Seven Sisters was suspended from 06.25 until 07.10. Football hooligans caused King's Cross LU station to be closed from 12.45 to 13.05. A more extensive closure for the same reason occurred at Leicester Square, which closed from 15.45 to 19.30. Camden Town station also closed from 23.05 until the end of traffic because of passenger action. Despite the extra traffic for football, most lines suffered with a high level of cancellations for no Train Operators:

- The Metropolitan Line had half the service cancelled. At one time, there were three consecutive trains to Chesham cancelled, effectively giving a two-hour gap between trains.
- The Victoria Line implemented a special service from 13.00 with 15 trains cancelled for the rest of the day.
- Cancellations on other lines were Bakerloo (6), Central (22), Circle & Hammersmith (10), District (15), Jubilee (7), Piccadilly (13) and Northern (17).

**Monday 12 July** will be remembered as the day of storms with heavy rain and flooding. However, they were very localised with some areas being little affected or not at all. The only item before the evening storm was the closure of Goodge Street until 06.55 because of staff shortage while Borough continued with its early closure at 22.00 for work on the lifts.



**Above:** *The effects of flooding looking west at Baker Street towards Edgware Road. To make matters worse in tunnel sections, a lot of the problems were caused by sewage.*



**Above:** *(Top, Right) Looking west at Acton Town from the west end of eastbound platform 4.*



**Above:** *(Centre, Right) On the Richmond line*

adjacent to Chiswick Park, looking east on the NR side of the LU/NR boundary.

**Right:** The entrance road to Hammersmith control centre at the height of the storm.



**Photos: Emil Tschopp via Twitter (Top Right), Ed Mackintosh (Right). All other photos LURS Collection – if any of these are known to be ‘yours’, please let your Editor know so the appropriate credit can be given.**

The situation is best summarised on a line-by-line (or groups in some cases) basis – only the Victoria and Jubilee lines escaped disruption. Flooding began around 16.20 with service disruption soon after 17.00. The information is complete as it can be with the information that we have to hand:

- **Central Line** – signalling problems at White City at 17.30 with services suspended between Marble Arch and North Acton until 19.00. 14 trains cancelled.
- **Bakerloo Line** – delays because of flooding on London Overground but no reported service suspensions as such. Four stations closed – see below.
- **District Line** – flooding at multiple locations from 17.00 (Acton Town, Gunnersbury, Earl’s Court – South Kensington and Notting Hill Gate) with all services suspended west of Embankment through to the close of traffic. By mid-evening, there were just nine trains in service, six between Upminster and Whitechapel and three between Barking and Embankment. The (Network Rail) problems at Gunnersbury resulted in one eastbound District Line being authorised to return to Richmond wrong line, arriving at 19.00.
- **Piccadilly Line** – flooding at Acton Town with service suspended Acton Town – Uxbridge until the end of traffic. Because of late-running eastbound trains, insufficient staff at Piccadilly Circus, Leicester Square and Covent Garden caused the last three trains non-stopped these stations.
- **District and Piccadilly lines** – the problem at Acton Town caused an eastbound District Line train to be stalled approaching Hanger Lane Junction and approaching Acton Town. One eastbound Piccadilly Line train was in Ealing Common platform. The intention was to secure multiple points at Acton Town to allow the approaching District Line train into the station. However, one set of points wasn’t possible to secure because of the depth of the flood water. In the end, the Piccadilly Line train at Ealing Common was piloted into the depot at 18.50, enabling the train at Hanger Lane Junction to reach Ealing Common at 18.55 and then into the depot. This enabled the train approaching Acton Town to return wrong line to Ealing Common, where it arrived at 19.35. Later in the evening, trains were outstabled in platforms at Ealing Broadway, Ealing Common, Wimbledon, Parsons Green and Turnham Green westbound.
- **Hammersmith & City and Circle lines** – suspended because of flooding at Baker Street, Notting Hill Gate – Bayswater and in the flyunder at Royal Oak. A lack of control room staff at Hammersmith saw the C&H services suspended until the end of traffic, although trains continued to be moved empty to clear the areas affected. One train heading eastbound from Westbourne Park stalled in the flyunder between there and Royal Oak which was deep with flood water – an informed source tells us that the train was travelling in “auto” at the time and headed into the water at line speed. The train remained there after traffic with the Train Operator being ‘rescued’ by a Duty Manager.
- **Metropolitan Line** – no service Baker Street – Aldgate because of flooding on the C&H side. The service resumed at 19.45 after the stalled S8 and S7 trains had been cleared from the City (at 19.15).
- **Northern Line** – no service suspensions but ten trains that should have stabled overnight at Highgate were stabled elsewhere because of flooding in Highgate Depot.

Station closed for various periods were:

Barons Court – 16.20 to 18.10

Bond Street – 19.50 to end of traffic

Chalk Farm – 17.10 to 18.45

Holland Park – 17.15 to end of traffic

Kilburn Park – 17.00 to end of traffic

Marble Arch – 17.25 to 20.05

Edgware Road (Bakerloo) – 17.40 to 19.30  
Edgware Road (C&H) – 17.15 to end of traffic  
Gloucester Road – 17.10 to end of traffic  
Golders Green – 16.45 to 19.15  
High Street Kensington – 17.15 to end of traffic  
Hampstead – 16.35 to end of traffic

Marylebone – 17.20 to end of traffic  
Notting Hill Gate – 17.15 to 21.35  
Regent's Park – 17.20 to end of traffic  
Sloane Square – 17.15 to end of traffic  
South Kensington – 17.15 to end of traffic  
Turnpike Lane – 18.00 to end of traffic

The effects of the previous evening's storms and flooding continued to be felt on **Tuesday 13 July**, especially on the Hammersmith & City, Circle and District lines. The day began with the following:

**District Line** – Richmond branch suspended throughout the day because of on-going repairs to Network Rail assets at Gunnersbury. Also suspended throughout the day between Earl's Court and Edgware Road because of continued flooding and sewage contamination of assets. Suspended between Earl's Court and South Kensington from the start of traffic because of multiple track circuit failures at Gloucester Road. Services began at 13.45. Cancellations on the District Line varied between 32 and 53 throughout the day – just 22 trains were in service in the morning peak.

**Hammersmith & City and Circle lines** – H&C suspended west of Edgware Road and no Circle Line, both from the start of traffic because of stalled train in Royal Oak flyunder. Services on the Hammersmith line resumed at 09.50. A limited Circle Line service also began but was suspended again from 16.00 because of crewing issues and (later in the evening) lack of control staff, with the Hammersmith & City Line closed by 20.30. Just 9 H&C trains were in service in the morning peak and 12 trains in the evening peak.

The only stations with problems were Kilburn Park, where the southbound platform remained closed until 06.15, and Gloucester Road, which opened for business at 13.45.

Other problems included a person trackside at Colindale, suspending the Northern Line north of Golders Green from 05.40 to 06.50. A combined SPAD at Dagenham East and signal problems between Hornchurch and Upminster suspended what remained of the District Line service from 23.55 until the end of traffic. One train was stalled approaching Upminster which returned to Upminster Bridge by 00.35. The remaining trains 'on the road' and in platforms were stabled overnight where they stood.

The District Line had another bad day on **Wednesday 14 July** with a Network Rail signal failure at Gunnersbury from 05.45 and services suspended from 07.30 to 08.55. Gloucester Road also had further problems with signalling from 07.05, culminating in a suspension between Earl's Court and South Kensington and the Circle Line from 11.00. Four trains were stalled between stations, reaching platforms between 12.20 and 12.30. Services resumed at 14.00, after two aborted attempts, to a special 34-train service as follows: 17 trains Upminster – Olympia, 8 trains Wimbledon – Edgware Road, 5 trains Ealing Broadway – High Street Kensington and 4 trains Richmond – High Street Kensington. A signal failure at Parsons Green later suspended the service on the Wimbledon branch from 17.15 to 17.50. From midday, the District Line cancellations varied between 22 and 42 trains, with 34 trains in service in the evening peak (q.v.). Points failing at Walthamstow Central suspended the Victoria Line north of Seven Sisters from 20.20 to 20.45. The terminus had to suffice with one platform instead of two until the end of traffic. The Circle and Hammersmith & City lines closed by 22.00 because of a shortage of control staff while a lack of station staff caused Blackhorse Road station to close at 22.10 until the end of traffic. A suspect being chased by the police went trackside at Rickmansworth, bringing all remaining services to a stand at 00.10 for an hour. Two trains were stalled between stations for the duration.

The recurring signal problems on the District and Circle lines on the junction west of Gloucester Road continued on **Thursday 15 July**. Both lines were suspended through the area from 11.55, the Circle Line until the end of traffic. The District Line resumed at 13.15 – a stalled eastbound train reached the platform at 12.50. One stalled inner rail Circle Line train was authorised to return to High Street Kensington, arriving at 12.20. Station closures were Stamford Brook (22.45 until end of traffic because of a local power failure), Arsenal until 06.25 and Bermondsey from 22.30 until the end of traffic, both because of staff shortage. Once again, the Circle and Hammersmith & City lines closed early because of no control room staff, with services ending just after 21.00. The District Line was also suspended to Edgware Road in consequence.

Three stations remained closed at the start of traffic on **Friday 16 July**, Warren Street until 05.55, Paddington (Circle) until 06.25 and Goodge Street until 07.05. The only other station closure was

Borough from 12.50 until 15.05 because of lift defects. Operationally, the day began with a signal failure on the westbound at Earl's Court at 06.00 which continued until fixed at 07.05 – 18 trains were cancelled in consequence. A signalling problem on the Jubilee Line at Baker Street suspended the service between Finchley Road and Waterloo from 12.10 to 14.50. Some 26 trains were cancelled through the evening peak and even towards the close of traffic, there were still 20 cancelled trains. Points failing at Colindale at 17.20 suspended the Northern Line north of Golders Green until 18.20 – one train was stalled approaching Colindale for 30 minutes. The Circle and Hammersmith & City lines again closed early because of no control room staff, with services ending by 21.45. The District Line was also suspended to Edgware Road in consequence. Train Operator cancellations reached 12 on the Central, Northern, Piccadilly and Metropolitan lines and 13 on the District.

**Saturday 17 July** was not a good day, in more ways than one. Stations-wise, Temple station closed at 18.30 and Tufnell Park at 22.00, both until the end of traffic because of no staff. Train Operator cancellations increased, with 20 on the Central Line in the early afternoon, The Piccadilly Line had 16 cancelled early-morning and 18 late at night, with the District Line (12), (18) and Northern Line (16) also late in the evening. The District Line also had no Olympia service throughout the day. Weekend engineering work had no Hammersmith & City Line throughout the day but a normal 'pan handle' Circle service was scheduled. Non-availability of Metropolitan Line control staff saw that service suspended throughout the day. Moreover, an unexpected sickness saw the Metropolitan Line service suspended completely from 08.40 with no service for the rest of the day. With the Rugby event at Wembley taking place in the afternoon, passengers were left in the hands of the Jubilee Line or (at Wembley Central) the Bakerloo Line, although both lines had their share of cancellations too. In consequence, the Piccadilly Line was suspended west of South Harrow from 09.00 for the rest of the day (with only one platform being available at South Harrow because of a defect on one of the crossovers). The District Line was also suspended between High Street Kensington and Edgware Road from 09.30 until 21.20. Other events of the day included a Network Rail points failure at Queen's Park, suspending the Bakerloo Line north thereof from 09.15 to 10.30, and a suspicious item on the track at Bond Street, suspending the Central Line between Liverpool Street and Marble Arch from 12.45 to 13.20.

The two lines worst affected by Train Operator cancellations on **Sunday 18 July** were the Metropolitan and Central lines at 13 (morning and afternoon), with the latter peaking to 17 in the evening. There was also no Olympia service on the District Line after 15.00 for the same reason. A track fire eastbound at Hounslow West suspended the Piccadilly Line between Heathrow and Northfields from 18.50 to 20.05. The Circle Line closed by 21.00 because of a lack of Controllers. A SPAD by a westbound Piccadilly Line train at Hanger Lane Junction at 00.10 resulted in the train diverting to Ealing Broadway – this was the last train to Uxbridge (what happened to the passengers at Ealing Broadway, if indeed there were any ...?). A northbound Metropolitan Line train was delayed arriving at Wembley Park for 50 minutes from 00.50 after a person went trackside from the train. After a search, nobody was found. Station closures were:

- Tufnell Park – before 07.00 and after 22.00 (lack of staff).
- Gloucester Road – until 07.05 (lift defects).
- Temple – before 07.55 (lack of staff).
- Finchley Road northbound Metropolitan line – from 16.15 until the end of traffic (dislodged nosing stones).
- King's Cross LU – 18.20 to 18.50 (fire alarm activated).
- Tottenham Court Road – 23.05 to 23.35 (local power failure)



Even though **Monday 19 July** was coined by some to be “freedom-day”, it was noted that the east end entrance at Aldgate East remained closed although the one way systems had been noted as removed at Liverpool Street, Finsbury Park and Stratford.

*Left: Confusion reigned about the wearing of face masks, with TfL saying they were still needed and Thameslink saying it was the passengers’ choice. The difference between the two separate railway companies’*

*requirements is just a few yards apart here at Farringdon between LU (Left) and Thameslink (Right).*

**Photo: LURS Collection**

The Piccadilly Line was suspended between Acton Town and Uxbridge from 10.25 to 11.45 because of a points failure at South Harrow. Two trains were stalled, that on the westbound returning wrong line to Sudbury Hill by 10.50 while the eastbound train was authorised forward to the edge of South Harrow platform for passengers to detrain via the leading car. A defective westbound Metropolitan Line train at Euston Square at 15.45 brought all three SSR services to a stand. The train arrived empty at Great Portland Street at 16.10 but stalled there until 16.30, from when services resumed. The Hammersmith & City and Circle lines closed early by 22.00 with the District Line to Edgware Road shortly after. Station closures were:

- Goodge Street before 08.00, Pimlico before 11.00 and Southwark from 22.30 to close of traffic, all for lack of staff.
- Caledonian Road from 07.25 to 07.55 – fire alarm activation.
- Belsize Park southbound platform from 13.15 to 14.55 – loose tiling.

**Tuesday 20 July** followed much of the same pattern as previously with Train Operator cancellations. As well as an early closure of the Circle and Hammersmith & City lines (and District Line to Edgware Road), the evening peak on the Waterloo & City Line ended early at 17.40 because of no control room staff. The only staff related station closure was Southwark (before 07.00). A track fire on the westbound at Southfields from 11.45 suspended the District Line west of Parsons Green until 12.25, while arcing at the south end of the northbound at South Wimbledon at 15.25 suspended the Northern Line south of until 16.50. One train was stalled approaching South Wimbledon northbound until 16.35 with 22 trains cancelled in consequence.

**Wednesday 21 July** was thus:

- 20-minute stand on the Waterloo & City Line from 07.20 – signal failure at Waterloo.
- District Line suspended east of Barking 16.00 to 17.30 – person under a c2c train at Becontree.
- District Line suspended High Street Kensington – Edgware Road and Circle Line suspended, both from 17.25 to 17.55 – track fire at High Street Kensington.
- District and Hammersmith & City lines suspended east of Plaistow and Moorgate respectively from 17.45 – signal failure at Barking. One eastbound train was stalled approaching Barking until 18.35, with services resuming under failure conditions at 18.40.
- Westbound Central Line trains non-stopped Debden 17.20 to 18.35. Person ill on platform.
- King’s Cross LU station closed 17.25 to 18.55 – smoke reported in an equipment room.
- Piccadilly Line suspended Cockfosters – Acton Town westbound from 22.55 to 00.35 – person under a westbound train at Covent Garden. One westbound train was stalled approaching Covent Garden until 00.05 but was moved up to Leicester Square as Covent Garden station remained closed.

As a result of the three incidents, 25 District Line and 13 Hammersmith & City Line trains were cancelled. Moreover, the Circle and Hammersmith & City lines closed early by 21.30 because of a shortage of Controllers.

Station closures on **Thursday 22 July** were as follows: Temple until 06.35, Southwark and Tufnell Park after 22.00 and Canary Wharf after 22.30, all for no staff. Additionally, Borough opened late at 08.40 because of defective station lighting. A points failure at Morden reduced platform availability from two to one from 11.05 (the third platform was already unavailable because of an outstanding defect) and thus from 13.45 to 14.30 services were suspended south of Tooting Broadway for repairs to be effected. A track fire at Hammersmith (C&H) suspended both lines west of Edgware Road from 18.05 to 18.35. A person trackside at Golders Green at 19.30 suspended the Northern Line's Edgware branch until 19.55, with four trains stalled between stations for the duration.

Most of **Friday 23 July** was taken up with station issues. However, a signal failure at Neasden suspended the Jubilee Line between Stanmore and Willesden Green from 11.20 to 11.50, with one train stalled approaching Neasden throughout. There were many late night cancellations for no Train Operators – C&H 15 (which were actually running!), Central 18, District and Jubilee 11 each, Northern 22 and Piccadilly 26. Station closures were Southwark and Holland Park both closed until 07.10, while Tufnell Park opened at 06.45 and closed again at 16.40 and Temple from 17.55 to 19.30 – all were for a lack of staff. Regent's Park closed from 15.55 to 17.00 because of lift defects, Holloway Road 17.45 to 18.20 for a fire alarm activation and Turnpike Lane from 23.35 until the end of traffic because of escalator defects.

On **Saturday 24 July**, Pimlico station remained closed until 07.00. A lack of control room staff saw no C&H services all day, while the Metropolitan Line didn't start up until 11.15 for the same reason, but still had between 11 and 14 Train Operator cancellations all day. On the District Line there was no Olympia service all day and no Wimbledon service after 00.30. Late night cancellations reached 27 on the Central Line and 29 on the Northern

**Sunday 25 July** was the day that more heavy rain and storms battered London, although it was very localised and many areas got away with a little rain – more of that below. As on the previous day, there were no C&H services and the Metropolitan Line started up just before midday, as did the District Line to Edgware Road. A report of a fire in the substation at Barons Court (west of the station on the eastbound side) at 08.25 coincided with a loss of signal mains in the area. Trains initially worked through the area under failure conditions but with traction current being discharged at 09.25, the Piccadilly Line was suspended west of Hyde Park Corner and the District Line between Earl's Court and Richmond. Two westbound Piccadilly Line trains were stalled between stations from then, one just west of Earl's Court (back to platform by 10.10) and one west of Barons Court (back to platform by 10.20). Services resumed at 10.50. Other sections of the network were affected by flooding during the afternoon and evening, with various delays between Parsons Green and Fulham Broadway Dagenham East westbound and St. Paul's to Bank (both directions).

Station closures were as follows:

**LACK OF STAFF:**

Pimlico before 06.40, Maida Vale before 08.40, Chancery Lane before 08.00 and after 22.55, Aldgate and Barbican both before 12.00 and Temple before 15.15 and after 20.55.

**LIFT DEFECTS:**

Caledonian Road 17.45 to 18.25 and Tufnell Park 17.50 to 18.55, both for lift defects.

## FLOODING:

Liverpool Street (Metropolitan Line eastbound platform) from 15.15 to end of traffic, Covent Garden 15.20 to 19.40, Kennington 15.25 to 18.05, Stepney Green 15.35 until end of traffic, Hainault 15.40 to 16.10, Gants Hill 15.55 to end of traffic, Upney 16.10 to 16.50, Stockwell 16.15 until end of traffic, Turnpike Lane 16.30 to end of traffic, North Greenwich 16.30 to 17.35, Canada Water 16.55 to 17.25, Edgware Road (Circle and Hammersmith & City) 17.05 to 18.30, Victoria (District & Circle line, both platforms) 17.40 to end of traffic and Leytonstone 18.20 to end of traffic,

**Right:** South Woodford public underpass was flooded from 15.45 and closed off in consequence.

**Photo: LURS Collection**

**Monday 26 July** began with points failing at Woodford from 05.55, suspending the Central Line between Leytonstone and Epping and between Hainault and Woodford. Services to Epping resumed at 07.05 and on the Hainault shuttle at 07.25. 18 trains were cancelled in consequence and two trains were stalled

between stations – one approaching Roding Valley until 06.30 and another approaching Woodford until 06.45. An eastbound Hammersmith & City Line train became non-communicating at Farringdon at 08.00, bringing SSR services to a stand until it limped into the bay platforms at Moorgate at 08.40. An intermittent signal failure on the westbound at Knightsbridge from 08.20 set the Piccadilly Line into 'severe delays' mode. Clear signals were obtained at 11.35 – 22 trains were cancelled in consequence. A Network Rail signal failure then suspended the District Line west of Parsons Green from 13.25 until 15.00. Station closures were Stepney Green until 10.35 (as a result of the previous day's flooding), Southwark before 07.00 and Canary Wharf after 22.30 (both for a lack of staff), Greenford 11.40 to 12.05 (fire alert) and Borough 11.05 to 14.30 (lift defects – passengers trapped within until 13.20). Train Operator cancellations throughout the day were in single figures, apart from the Metropolitan Line, which reached ten.

Bow Road station remained closed from the start of traffic until 15.00 on **Tuesday 27 July**, while Canary Wharf and Goodge Street closed at 22.30, all for a lack of staff. Train Operator cancellations remained similar to the previous day with no great variations. A person was struck by a westbound Piccadilly Line train at Turnham Green at 08.00. Subsequent westbound trains were diverted via the westbound District (local) Line until clear at 08.40 – 13 trains were cancelled in consequence. A multiple signal failure on the westbound at Bow Road from 08.30 caused delays to the District Line, with the Hammersmith & City Line suspended east of Moorgate until fixed at 10.45.

From **Wednesday 28 July**, LU announced that it would be resuming its "turn up and go" facilities, which includes accompanying passengers in lifts if required, offering physical assistance to the visually impaired, physically assisting wheelchair users and removing face covering to speak with passengers with speech and / or hearing impairments. It was also noted from this date that many of the platform stickers (*Right*) had been removed – maybe this will be the last we will see of them ...

Station closures for no staff were Bow Road (before 06.00), Goodge Street (before 07.00 and after 22.15), Hyde Park Corner (after 22.15) and Tufnell Park (14.00 to 22.55). A signal failure on the eastbound at Northfields from 13.55 suspended the Piccadilly Line to and from the Airport until 14.50. Two trains were stalled between stations, the one approaching Northfields authorised into the station by 14.30 and the one approaching Boston Manor authorised to return to Osterley by 14.25. 17 trains were cancelled in consequence.

The only notable event on **Thursday 29 July** was the suspension of the southbound Northern Line via Charing Cross from 20.25 because of points failing between Camden Town and Mornington Crescent



at the converging junction between the Edgware and Barnet branches. Services resumed at 21.45 with one train having been stalled between stations throughout. Station closures were Hyde Park Corner until 06.30, Goodge Street until 07.00 and Great Portland Street from 22.15 – all for a lack of staff. Russell Square station went into exit only mode between 15.05 and 20.25 because of only one out of the three lifts available for service. Train Operator cancellations reached 16 in the evening on the Central Line, 13 on the Metropolitan Line in the morning and ten on the Victoria Line in the evening. As this issue closed for press, Heathrow T4 station remained closed for the foreseeable future.

***To be continued in next issue ...***

*Editor's note: With the first lockdown back in March 2020, a list was published of stations closed, to enable staff to be relocated at more important locations – we recorded them when they reopened. Subsequently, all station closures have been 'as and when' and are thus recorded when they occur.*