

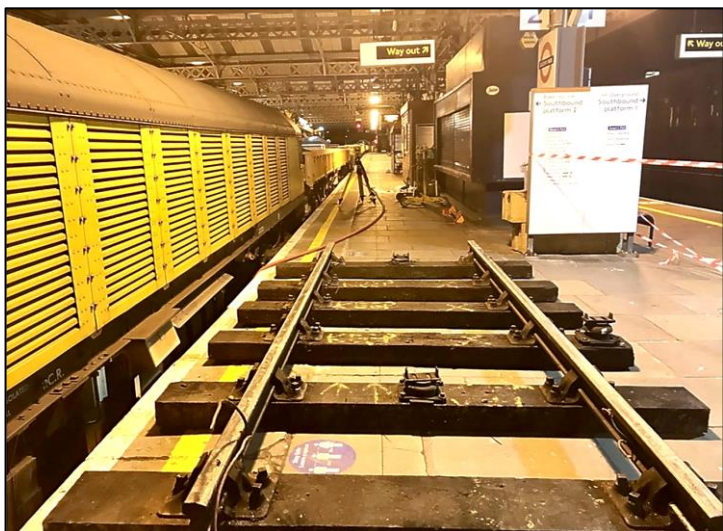
THE UNDERGROUND (DIARY) AND THE CORONAVIRUS

JANUARY 2021 (Continued)

On **Saturday 30 January**, Chancery Lane station remained closed all day. Mansion House was open from 07.00 to 22.00 but Temple opened at 07.00 and remained open all day. The Central Line had 19 trains cancelled on the late shift and the Piccadilly Line ten (although the latter increased because of a later signal failure – q.v.). Operationally, the day is summarised as follows:

- Track circuit failure at Rayners Lane at 10.30 with both lines suspended through the area – Metropolitan Line Harrow – Uxbridge and Piccadilly Line west of South Harrow. The Metropolitan Line resumed at 11.00 and the Piccadilly Line at 11.40.
- Signal failure on the southbound local line at Pinner from 11.30, then being exacerbated by a signal failure at Watford North Junction at 12.15. With resources diverted to the latter incident the Pinner failure remained on-going with trains continuing through under failure conditions. The failure at Watford North Junction prevented Chiltern trains accessing the southbound main line at Watford South Junction and thus their services were suspended between Harrow and Amersham and the Metropolitan Line north of Northwood, all until 17.15. The Watford branch was then suspended from 17.45 until 19.00 because of a signal failure at the terminus.
- Repeat failure at Rayners Lane at 13.40 with services once again suspended until 15.55.
- Signal failure eastbound at Leytonstone from 19.45 affecting trains to the Epping branch. In consequence, Loughton and Epping trains were diverted to run via platform 2 until the end of traffic, thereby bypassing the failure. Newbury Park and Hainault trains were unaffected.
- Signal failure westbound at Acton Town from 21.45, suspending both lines through the area. After an initial 45-minute suspension and two stalled trains reaching platforms by then, a reduced Piccadilly Line service (with 21 trains cancelled in consequence) and District Line both resumed at 22.30 under failure conditions. Technical investigation saw services once again suspended from 23.10 to 23.50 but the failure remained until the close of traffic with severe delays until then.

Station closures on **Sunday 31 January** were Chancery Lane all day, along with Mansion House and Chalk Farm from 22.30. South Wimbledon was open between 07.00 and 22.00 only (and was to continue with those hours until for the foreseeable future). Maximum Train Operator cancellations on full service timetables were 19 (Central Line), 10 (Jubilee) and 14 (Piccadilly). The only operational incident was a person trackside at Northwood at 12.25 causing a 25-minute delay to the Metropolitan Line and Chiltern Railways while a track search was undertaken.



Above: Two views of the track replacement work taking place at Queen's Park over the weekend of 30/31 January 2021, with no service throughout the entire Bakerloo Line. London Overground services continued to operate but non-stopped Queen's Park.

Both photos: Transport for London

FEBRUARY 2021

Chancery Lane opened at 07.00 on **Monday 1 February**, Mansion House and Stepney Green were open 07.00 to 22.30, with Temple back to normal hours. The Jubilee Line was unable to start up between Waterloo and Wembley Park at the start of traffic because of a signalling problem at Neasden with the last engineer's train coming out of the weekend engineering possession being unable to

crossover to the Metropolitan Line. A limited service began from Waterloo to West Hampstead at 05.45. Because of points having to be secured at Neasden, the Metropolitan Line was suspended south of Wembley Park from 05.50. Metropolitan Line trains from the City were detrained at Baker Street and sent forward empty, to clear the City of S8 trains thereby minimising delays to C&H services. Once the engineer's train had cleared the area at Neasden and points unsecured, services resumed at 06.50, with nine Metropolitan Line and 21 Jubilee Line trains cancelled. Canary Wharf station closed from 07.15 to 07.40 because of a fire alarm activation. A non-communicating westbound Hammersmith & City Line train at Euston Square at 18.50 caused an initial 10-minute delay, but encountered further problems at Baker Street, eventually arriving at Edgware Road at 19.15. Oxford Circus station closed from 19.10 to 21.00 because of a local power failure which stopped all escalators which then required resetting..

On **Tuesday 2 February**, Chancery Lane, Chalk Farm, Mansion House and Stepney Green stations opened at 07.00 with the last two then expected to operate normal hours. Lancaster Gate remained closed until 09.45 while Tufnell Park closed at 22.30. Passenger action at Heathrow T5 suspended the Piccadilly Line west of T2&3 from 05.35 until 06.15. A southbound Metropolitan Line train went non-communicating at the Finchley Road boundary point at 06.35, suspending the service initially south of Wembley Park but then south of Harrow-on-the-Hill from 06.55 until 07.30. Three southbound trains were stalled between stations, one approaching Finchley Road until 07.00, the other two for the duration, one south of Willesden Green, the other adjacent to the Jubilee Line platform at Kilburn. An intermittent track circuit failure at Epping from 07.05 culminated in a suspension of services between Woodford and Epping from 10.55 until 11.20 while repairs were effected. Passenger action just outside Golders Green station at 13.15 suspended the Northern Line north of Hampstead until 13.45 but with Golders Green station remaining closed until 14.10. Eastbound Jubilee Line trains non-stopped Westminster from 16.55 to 18.55 because of a problem with the platform edge doors.

Wednesday 3 February kicked off proceedings with points failing on the eastbound at Acton Town from the start of traffic, with the eastbound District Line 25 minutes late starting up in consequence because of points having to be secured. A further 20-minute delay took place to both lines from 09.40 while points were unsecured. A southbound Victoria Line train stalled on departure from Walthamstow Central at 08.15, effectively suspending services north of Seven Sisters. On arrival at Seven Sisters, the train was taken out of service, allowing services to resume at 08.40. The Bakerloo Line was suspended south of Lambeth North from 08.05 because of points failing at Elephant & Castle. With traction current required to be off, the service was suspended south of Piccadilly Circus from 08.55 until resumption at 09.20. Elephant & Castle station closed from 16.00 to 16.25 because of multiple fire alarms activated. Bakerloo Line trains ran empty from and to Lambeth North while Northern Line trains non-stopped. A northbound Bakerloo Line train encountered a SPAD at Harrow & Wealdstone whilst intending to proceed to the siding at 21.25. Services were suspended north of Stonebridge Park until 22.10 with one train stalled on the approach to Harrow for the duration. Station closures were Chancery Lane and Tufnell Park (open 07.00 to 22.30), along with South Wimbledon (q.v.)



On **Thursday 4 February**, Chancery Lane station was open from 07.00 to 19.25 and Tufnell Park 07.00 to 22.30. Goodge Street station closed from 09.45 to 15.45 – all the closures continued to be for lack of staff. More seriously was the complete closure of the Bakerloo Line from 21.00 because a shortage of control room staff (*Left*). An informed source suggests the Metropolitan Line control office is sailing close to the wind too in maintaining a full complement of staff – see Sunday 7 February.

Photo: Colin Smith

The only operational incident of the day was at the start of traffic at Harrow-on-the-Hill, where a track circuit failure in platform 3 prevented trains to be routed on the northbound local line. In consequence, trains to Amersham and Chesham were diverted via platform 1 and the northbound main line, as were Watford trains, which first had to go via Rickmansworth to reach Watford, then returning on the southbound local line as timetabled. Therefore, northbound local stations North Harrow to Northwood had no service until the all-clear at 06.15.

The Bakerloo Line was able to start up normally on **Friday 5 February** following its

early closure the previous evening. Station closures for lack of staff were Chancery Lane (before 07.00 and after 18.25), Chalk Farm and Tufnell Park (both before 07.00), along with Arsenal from 22.25. Green Park station also closed from 06.10 to 06.35 because of a fault with the fire control panel. A District Line train was unable to depart from Olympia at 05.50 because of no movement. This resulted in the seven early-morning LU passenger workings from Olympia all being cancelled, with the train eventually being moved back to Lillie Bridge Depot by 09.00. The District Line also recorded its highest number of cancellations for defective rolling stock so far, reaching 18 in the morning peak. Points failing at Elephant & Castle at 15.05 suspended the Bakerloo Line south of Lambeth North, but south of Piccadilly Circus from 16.10 to allow for track access repairs. Services resumed at 16.40 with 17 trains cancelled in consequence. This trend was to continue for the rest of the evening because of tripcock tester problems at Harrow & Wealdstone and a lack of control room staff, with services suspended north of Queen's Park from 17.40 to the end of traffic. Moreover, all services ceased by 00.30 for the latter reason. On the Victoria Line, a points failure at Seven Sisters from 18.55 meant that scheduled stabling trains were unable to reach the depot. Therefore, all such train were extended to Walthamstow to reverse, back empty to Seven Sisters southbound and thence to depot from there. The extra trains reversing in the southbound platform for the rest of the evening caused some congestion in the area through to the end of traffic.

Chancery Lane station opened only 07.00 to 14.20 on **Saturday 6 February**, while Arsenal opened from 07.00 to 21.55 and South Wimbledon continued unchanged as previously noted on 31 January on page 271. The C&H continued with its weekend special service, with the Circle Line operating the traditional all-round pattern, a maximum of three trains per Circle (501, 503 and 504 outer rail and 511, 513 and 514 inner rail). However, the staffing situation varied to the extent where only 11 trains were available for both H&C and Circle services mid-afternoon and for much of the afternoon and early evening, the Circle Line had just one train per Circle or, for a time, no trains. Other lines with high numbers of cancellations included the Central Line (14) and Piccadilly (11). Although the Victoria Line was operating a reduced service, this still equated to 14 trains cancelled on the full service. Marble Arch station closed from 17.25 to 18.10 because of a local power supply failure.

On **Sunday 7 February**, Chancery Lane station remained closed until 07.00 (and also closed at 23.00) along with Arsenal, and Chalk Farm until 07.10. The Circle Line operated only between 09.00 and 20.00 and with just two trains per Circle (see also below). A lack of Metropolitan Line control room staff saw all services under its control suspended from 10.05, which were (and taking into account weekend engineering work:

- Metropolitan Line Harrow-on-the-Hill – Uxbridge, Watford, Amersham and Chesham.
- Hammersmith & City Line.
- Circle Line.
- District Line High Street Kensington – Edgware Road.
- Piccadilly Line west of South Harrow.

Services resumed at 10.40 but never did return to a (reduced) normal, not only as the repercussions of the control room issues but because of cancellations for train staff and stock defects, as well as a weather-related problem later in the day which affected all SSR lines. An eastbound Hammersmith & City Line train being reversed east to west at Plaistow stalled entering the bay platform at 18.45 because of iced up current rails, suspending services as follows:

- Hammersmith & City Line east of Moorgate.
- Circle Line.
- District Line east of Whitechapel.

The sparseness of the train services meant that no trains were stalled between stations. With rail gap jumper leads unable to resolve the situation, three sets of points were secured to enable a rescue train (at West Ham) to be coupled and push the stalled train into the bay platform which was completed at 23.10. (The train, formed 21450-21449, was worked to Upminster in the morning of 10 February). The points then had to be unsecured and this was completed by 23.50. By then, all Train Operators were over driving hours and thus services remained suspended until the end of traffic. Points failing at Golders Green at 22.15 suspended the Northern Line between Camden Town and Edgware. Four trains stalled between stations were in platforms within 15 minutes, but a fifth reached Golders Green at 22.55 with services then resuming. The points remained unavailable until 23.25, preventing access to Golders Green Depot, which was exacerbated with a train stalled on iced up current rails entering Edgware Depot.

The Metropolitan and Jubilee lines came to a stand in the Wembley Park area at 05.00 on **Monday 8 February** because of a stalled Jubilee Line train attempting to exit the north end of Neasden Depot and a stalled southbound Metropolitan Line train approaching platform 6. Services were on the move by 05.50 but the stalled Jubilee Line train had to be assisted back into the depot, arriving at 07.25. Moreover, because of trains stabled over the weekend because of engineering work, several trains were unable to 'power up' and thus for the morning peak, ten trains on each line were cancelled. At 09.55, an eastbound Piccadilly Line train was unable to depart from Rayners Lane with a no movement defect. A Piccadilly Line train in the siding was routed eastbound via westbound platform 1, departing at 10.20. Services resumed at 10.30 once the offending train had obtained movement. One Metropolitan Line train was stalled approaching Rayners Lane for the duration. The Metropolitan Line was further in trouble from 10.45 with points failing at Harrow South Junction. All services were suspended through the area until 11.15 but northbound trains were only able to use platform 3, which remained the case for the rest of the day. In consequence, Uxbridge and Watford trains ran via the northbound local line and via platform 3, while Amersham and Chesham trains ran via the northbound fast and platform 1. Points failing at Rayners Lane from 18.50 resulted in Piccadilly Line trains scheduled to reverse there being diverted or terminated short through until late in the evening – the Piccadilly's Uxbridge service was unaffected apart from trains cancelled for no Train Operators. Stations wise, Brent Cross remained closed until 09.00 while a build-up of snow on the platform was cleared, Ladbrooke Grove and Westbourne Park closed from 06.05 to 08.15 because of a local power failure, as was Oxford Circus from 17.00 to 18.30. Chancery Lane station continued with its restricted opening hours from 07.00 to 22.30, as did South Wimbledon. The northbound platform at Woodside Park closed at 23.05 until the end of traffic because of a weather-related unsafe platform surface.



Above: Snowfall on Monday 8 February, although at the north-western end of the network, the amounts were not appreciable. Seen near Roxbourne Park (Left), two Metropolitan Line S8 trains have passed each other, while west of Eastcote (Right), with the station in the background, a Piccadilly Line train approaches the Oak Grove bridge.

Both photos:
Justin Bailey

Above: The Train Operator shortages often gives the opportunity to see trains stabled in the daylight, when there shouldn't be any. Seen on 8 February are four trains in High Barnet Sidings just before midday.

Photo: Brian Kemp

On **Tuesday 9 February**, South Wimbledon station continued with its expected reduced hours (q.v.) but Chancery Lane, opening at 07.00, closed again at 20.05. The first outer rail Circle Line train reversing at Gloucester Road at 05.25 was unable to do so because of a signal failure and was extended to operate via the inner rail, as was the second train. The first outer rail Circle Line train from Gloucester Road was thus 30 minutes later than timetabled. A local power failure at 05.55 in Stonebridge Park Depot prevented eight trains from entering service for the morning peak. The Jubilee Line was suspended between Waterloo and Finchley Road from 11.10 after a person set off walking in the northbound tunnel from Bond Street towards Baker Street. Once apprehended, services resumed at 12.00 but with 15 trains cancelled in consequence. A local power failure caused Piccadilly Circus station to close from 11.30 to 14.25 with both lines non-stopping for the duration. A defective trainstop on the southbound local line at Northwood suspended the Metropolitan Line's southbound local service from 12.20 to 13.05. A Network Rail power failure between Queen's Park and Willesden Junction suspended the Bakerloo Line north of Queen's Park from 20.15. One southbound Bakerloo Line train was stalled approaching Kensal Green, with its handful of passengers being detrained via the track by 21.30. The service remained suspended until the end of traffic with a 10-train shuttle between Queen's Park and Elephant & Castle for the rest of the evening. However, this service was suspended from 22.30 and also the Jubilee Line between Stratford and Wembley Park because of a person walking off into the northbound Jubilee Line tunnel at Baker Street, heading to the Jubilee/Bakerloo converging junction. The person was subsequently apprehended (believed to be the same person at Bond Street, earlier) with services resuming at 23.20. One northbound Jubilee Line was stalled approaching Baker Street for the duration. Just before this incident at 22.20, points failing at Rayners Lane suspended the Metropolitan Line's Uxbridge branch and Piccadilly Line west of South Harrow. One westbound

Piccadilly Line train stalled approaching Rayners Lane was authorised to return to South Harrow, arriving at 22.55. Services on both lines resumed at 23.15.

The only variation to station closures on **Wednesday 10 February** because of staffing issues was Chancery Lane, which was open from 07.00 to 20.30. Other incidents included:

- First westbound train from Upminster 25 minutes late because of a late finish to overnight work on points in Upminster Depot.
- Piccadilly Line suspended west of Hammersmith and District Line suspended Turnham Green – Ealing Broadway from 10.10 to 11.05 – points failure at Acton Town. Five eastbound Piccadilly Line trains were stalled between stations variously for between 30 and 50 minutes. Following service resumption, eastbound trains from the Uxbridge branch were required to serve platform 4 at Acton Town and eastbound trains from Heathrow, platform 3.
- Northern Line suspended Camden Town – Edgware 11.10 to 11.45 – person on the track at Chalk Farm.
- Signal failure eastbound at Farringdon from 12.10. C&H trains continued under failure conditions while the Metropolitan Line was suspended into the City until 14.00.
- Central Line suspended West Ruislip – North Acton 20.05 to 21.40 – person under an eastbound train at Greenford.

On **Thursday 11 February**, South Wimbledon's opening hours continued unchanged with Chancery Lane open from 07.00 to 22.30. The only other station closure was at Highgate because of a local power failure, from 13.10 to 15.00. Water ingress between Waterloo and Kennington caused a 60-minute late start to the Charing Cross branch of the Northern Line. Points failing at Hainault from 07.10 suspended the Central Line between Hainault and Grange Hill until 08.45. A person trackside between Hornchurch and Elm Park at 10.15 suspended the District Line east of Barking until 11.00. A track circuit failure at Woodford from 13.25 initially caused delays through the area but with the Hainault – Woodford shuttle suspended from 14.20 until 16.00. A fatal altercation just outside Parsons Green station at 19.50 required the station to be closed until the end of traffic, with the District Line suspended on the Wimbledon branch from 21.50 to 22.15 while the police undertook a search of the Parsons Green station area.

In addition to the two stations with restricted opening hours, **Friday 12 February** saw Parsons Green station remaining closed until 06.05 because of on-going police presence (q.v.). Turnpike Lane station closed from 06.45 until 07.10 because of a fire alarm activation, while West Harrow station closed from 08.25 until the end of traffic because of defects on the platform surfaces caused by the extreme cold weather. On the operating railway, a loss of signalling control between King's Cross and Highbury & Islington at 05.55 suspended the Victoria Line between Warren Street and Seven Sisters. Two shuttle services were set up, seven trains between Warren Street and Brixton and four trains between Seven Sisters and Walthamstow. Three trains were stalled between stations, arriving in platforms between 06.15 and 06.30. Services resumed at 07.20 with 15 trains for service, being increased for the morning peak, although 16 out of the 41 remained cancelled. A track circuit failure south of Amersham at 17.05 suspended the Chesham branch service, with Amersham trains continuing under failure conditions. One train stalled on the Chesham branch approaching Chalfont & Latimer was authorised to return to Chesham, arriving at 17.20, with services resuming at 18.10. A points failure at the converging junction on the eastbound east of Chiswick Park at 17.50 suspended the District Line's Ealing Broadway and Richmond services. One train stalled approaching the junction was authorised to return to Chiswick Park, arriving at 18.15.

South Wimbledon station continued as previously (q.v.) on **Saturday 13 February** but Chancery Lane remained closed all day. Repairs to the platforms at West Harrow enabled the station to open at the start of traffic. The eastbound platform at Bermondsey was closed at 05.50 until the end of traffic because of a problem with the platform edge doors (PEDs). Highbury & Islington station closed from 14.40 to 15.50 because of a local power failure. A Network Rail points failure at Willesden Junction suspended the Bakerloo Line north of Queen's Park from 06.00. Although the offending points had been de-iced by 09.00, a lack of control room staff, Train Operators and on-going issues with the tripcock tester at Harrow & Wealdstone, caused the service to remain suspended north of Queen's Park with a 14-train shuttle between Queen's Park and Elephant & Castle for the rest of the day. The C&H services were again on a special timetable with two outer and one inner rail Circle Line trains until mid-evening when just one Circle train was left running. The District Line's Olympia service was suspended throughout the day because of a signalling problem on the eastbound line from Olympia. The District

and Piccadilly lines were suspended through Acton Town from 11.25 until 12.10 because of a track fire east of the station. The Ealing and Richmond services were suspended west of Earl's Court and the Piccadilly Line between Hammersmith and Acton Town from 16.45 to 17.30 because of a person on the track at Stamford Brook. A track fire between Kennington and Waterloo on the northbound suspended the Northern Line between Kennington and Charing Cross from 19.35 to 21.40. Kennington station was also closed for the duration.

The stations closed because of staffing problems on **Sunday 14 February** continued as on the previous day, with Mansion House being added to the list from 22.30. The Circle Line provided two trains per Circle between 09.00 and 20.00 only. Both Olympia trains were cancelled throughout the day and the network total of cancelled trains spread across all lines reached 77 at one point.

Mansion House station opened for business at 07.00 on **Monday 15 February**. Chancery Lane, closed throughout the weekend, opened at 07.00 but closed again at 22.30 while South Wimbledon remained as hitherto. Redbridge station was closed throughout the day and was expected to remain so for the remainder of the week. A combination of lack of Train Operators, defective stock and on-going defective tripcock tester at Harrow & Wealdstone saw no Bakerloo Line service north of Queen's Park from 09.15 for the rest of the day with an average of 15 trains cancelled. The C&H had a maximum of 12 trains cancelled mid-afternoon while the Central Line peaked at 16 at midday. The Victoria Line went into a special service from 16.00, again because of a shortage of Train Operators, with 22 trains cancelled. Other incidents were:

- Signal failure westbound Piccadilly Line at Piccadilly Circus from 10.55 with an initial 20-minute delay. Trains continued under failure conditions apart from a 20-minute stand from 12.30 while repairs were effected. 25 trains cancelled in consequence.
- Loss of signalling control at Northwood. Metropolitan Line suspended Harrow – Watford from 12.40 with Amersham and Chesham trains diverted via the main lines and working under failure conditions. Three trains were stalled between stations until 13.40 with services resuming at 13.50.
- C&H platforms 5 and 6 at Baker Street closed from 13.25 to 14.40 – smell of gas in the platform area.
- Turnpike Lane station closed 13.30 to 16.40 – local power failure.
- Central Line suspended east of Loughton 16.25 to 17.35 – track fire at Theydon Bois.
- Points failing at Rayners Lane from 18.40 with all Rayners Lane trains being reversed at South Harrow for the rest of the day. Uxbridge trains were able to operate normally.
- Signal failure Wembley Park southbound Jubilee Line at 19.10 with a train unable to be routed to depot. It was extended to Neasden where depot access was also not possible and then extended to Willesden Green, reversed and stabled instead at Stanmore creating a 25-minute delay.

On **Tuesday 16 February**, Redbridge, Chancery Lane and South Wimbledon stations continued unchanged in status, while Temple and Mansion House both closed at 22.15. Canary Wharf LU station closed from 07.15 until 09.00 because of a fire alarm activation in the substation. Points failing at Upminster from 07.35 suspended the District Line east of Dagenham East until 08.15 with one eastbound train stalled approaching Upminster for the duration. A signalling problem on the eastbound at Southwark suspended the Jubilee Line between Green Park and Canary Wharf from 19.00 until 20.30. In the meantime, the Bakerloo Line had over half its service cancelled from early afternoon for the rest of the day with the service suspended north of Queen's Park. On the Piccadilly Line, points damaged by a run through in Cockfosters Depot at 20.35 meant that most trains stabling after then had to do so via the Oakwood end.

South Wimbledon, Temple and Chancery Lane stations continued as hitherto on **Wednesday 17 February**, as did Redbridge (closed all day). Mansion House opened at 07.00 while Tufnell Park closed at 22.00. Lines with high numbers of trains cancelled for no Train Operators were the Bakerloo (14), C&H (11), Metropolitan (11) and Piccadilly (12). A multiple signal failure between Stepney Green and Whitechapel on the westbound from 13.50 suspended the Hammersmith & City Line east of Moorgate, along with the Circle Line from 14.50. The District Line soon degenerated into 'severe delays' mode and it wasn't until 17.00 that normal signalling was obtained. The District Line cancelled 16 trains (nine for the failure and seven for stock defects). A loss of signalling control in the Northwood area (a repeat failure, q.v.) caused a 35-minute suspension of services from 21.35.

Thursday 18 February was devoted to stations with nothing out of the ordinary to note operationally, the train staff situation being much as the day before. **For staff shortage** – Chancery Lane, Tufnell Park and Temple, open 07.00 to 22.30, South Wimbledon open 07.00 to 22.00, Redbridge closed all day, Mansion House closed from 22.00, Great Portland Street closed from 22.15. **For other matters**

– Bermondsey from start until 07.10 (protruding and unsafe manhole cover) and Bethnal Green closed 08.05 to 08.50 (fire alert).

Friday 19 February – Stations closed for staff shortage:

Chancery Lane – open 07.00 to 22.30	South Wimbledon – open 07.00 to 22.00
Great Portland Street – open 07.00 to 22.15	Temple – open 07.00 to 18.30
Mansion House – open 07.00 to 22.00	Tufnell Park – open 07.00 to 22.30
Redbridge – closed all day	

Maximum cancellations for no Train Operators:

Bakerloo – 16	Jubilee – 18	Victoria – 7	District Line cancellations (maximum 11)
Central – 14	Metropolitan – 10		were all for defective stock. Northern Line
C&H – 12	Piccadilly – 10		cancellations for lack of staff were minimal.

The Bakerloo Line, with at least half of its service cancelled, was unable to provide a service to Harrow & Wealdstone at certain times of the day, although quite when has been difficult to establish. There were three notable incidents during the day. The first was a protracted signalling problem on the Northern Line at Stockwell from 07.30 which caused an initial 25-minute delay while the incident train traversed the failure area. Services between Camden Town and Morden were suspended from 09.30 to 10.50 and again from 13.45 to 14.50. In consequence of the failure, 18 trains were cancelled. A Network Rail signal failure at Southfields from 13.55 initially set the District Line into ‘severe delays’ mode but was suspended west of Parsons Green from 15.55 through to 17.15. Points failing at Baker Street Junction from 18.55 suspended all SSR services through the area until 19.40, trapping two train between stations for the duration. Of the six S8 trains in the City area, two were reversed west to east in platform 6 at Baker Street, the other four being stabled at Moorgate and Aldgate (two at each).

Saturday 20 February – Stations closed for staff shortage:

Chancery Lane – open 07.00 to 14.15	South Wimbledon – open 07.00 to 22.00
Great Portland Street – open 07.00 to 22.15	Temple – open 07.00 to 22.30
Redbridge – closed all day	

Maximum cancellations for no Train Operators:

Bakerloo – 17	Metropolitan – 12	Victoria – 14	Even though there was no Hammersmith &
Central – 20	Piccadilly – 12	District – 9	City service throughout the weekend for

engineering work, there continued to be cancellations on the Circle Line for no Train Operators, reaching a maximum of seven out of 17. However, with a lack of control room staff, the Circle Line was reduced from 18.00 so that by 20.15 there was no service at all, including the Circle Line-served Hammersmith branch. The Bakerloo Line was suspended north of Queen’s Park throughout the day so as to maintain a service on the core section. Further to the derailment in the east sidings at Acton Town in the early hours of 29 January 2021, the damaged points were repaired overnight Friday/Saturday 19/20 February, enabling the trapped train (west 219+862 east) to return to Northfields Depot early on Sunday 21 February at 01.20.

Sunday 21 February – Stations closed for staff shortage:

Bayswater – throughout the day	South Wimbledon – open 07.00 to 22.00
Chancery Lane – closed until 07.00	Temple – open 07.00 to 22.30
Great Portland Street – open 07.00 to 22.15	Tufnell Park – closed from 23.00
Redbridge – closed until 07.00	

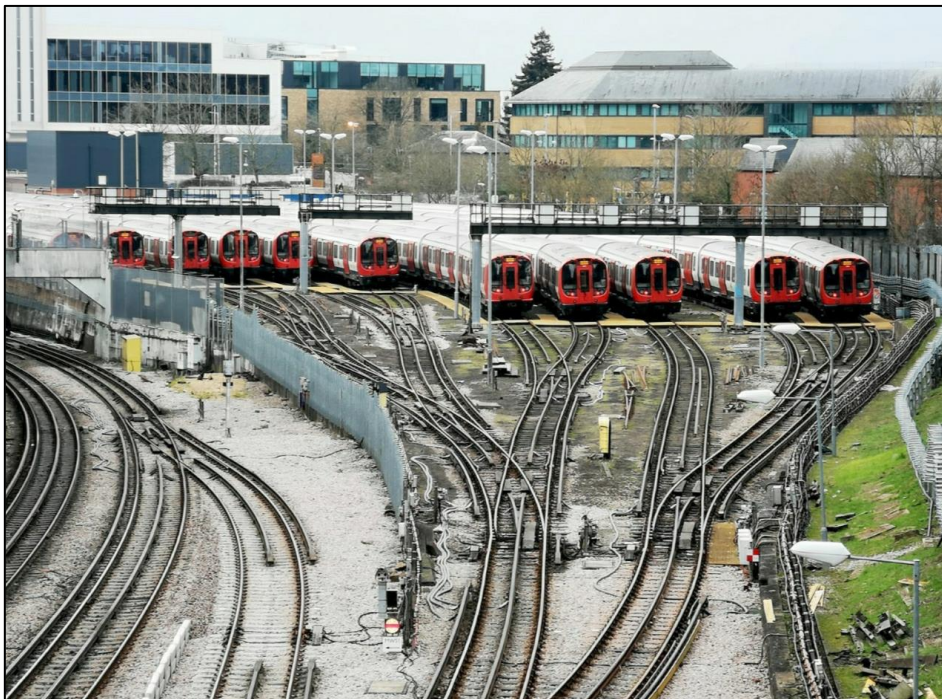


This poster seen at Uxbridge (Left) on Sunday morning says it all. Uxbridge Sidings, also on Sunday, with a full house of 11 S8 trains (Below, Left). The only passenger service on the Uxbridge branch throughout much of the day was left in the hands of the Piccadilly Line.

**Photos: Paul McLauchlan (Left)
Ian Grainger (Below, Left)**

During the time that there was no Metropolitan Line Controller on duty, the Piccadilly Line was suspended west of South Harrow (start to 09.30, 11.55 to 13.25 and 16.10 to 17.30), the District Line between High Street Kensington and Edgware Road (start to 10.50, 12.05 to 13.30 and 16.15 to 17.15), and Chiltern Railways trains diverted via High Wycombe as required. At other times, the Uxbridge branch was left in the hands of the Piccadilly Line with its 20-minute service (but with cancellations) and the Amersham line with its (generally) hourly Chiltern Railways service. Limited replacement bus services were provided, as follows:

- Wembley Park – Rayners Lane all stations plus Kenton and North Harrow but not West Harrow.
- Harrow-on-the-Hill – Watford all stations plus Rickmansworth but not Moor Park.
- Northwood – Moor Park.
- Amersham – Chesham.



Another implication of no control staff was that an engineer's train, destined for Ruislip Depot had to be diverted to Northfields Depot to stable. On the Bakerloo Line, sufficient train staff were available to operate throughout the whole line with cancelled trains reaching a maximum of five.

The District Line was unable to start up its truncated service between Upminster and West Ham until 07.05 because of flooding in Barking signal cabin which controls between West Ham and Dagenham East. Camden Town station closed from 12.05 to 12.30 because of two fire alarms activated.

Monday 22 February – Stations closed for staff shortage:

- | | |
|---------------------------------------|------------------------------------|
| Chancery Lane – closed from 19.00 | Temple – open 07.00 to 22.30 |
| Stepney Green – open 07.00 to 22.30 | Tufnell Park – open 07.00 to 23.00 |
| South Wimbledon – open 07.00 to 23.00 | |

The train staff situation on most lines had improved a little, with cancellations in single figures, the only exception being the C&H which reached 12 (out of 33) in the morning peak. At 09.50, a report of a 'glow' in the tunnel on the eastbound at Caledonian Road caused an initial 20-minute delay and set the Piccadilly Line into delays mode. Caledonian Road station closed until 10.25 while staff investigated. All was clear at 11.05 with ten trains cancelled in consequence. A person trackside at Burnt Oak brought the Northern Line to a stand at 17.55, suspending services north of Golders Green until 18.50. Then at 19.30, a person on the track was struck by a northbound train, again near Burnt Oak. Services were once again suspended north of Golders Green, but although the incident was clear by 21.10,

services were unable to resume through to Edgware until 21.40 because of a northbound train at Colindale with a loss of air, which needed technical assistance to resolve the problem.

Just three stations operated 07.00 to 22.30 / 23.00 on **Tuesday 23 February** for staff shortages, being Chancery Lane South Wimbledon and Tufnell Park. Other problems included:

- Signal failure at Queensbury – Jubilee Line suspended north of Wembley Park from 07.20 to 08.35 – 27 trains were cancelled in consequence.
- Queensway station closed 06.55 to 08.30 – lift defects.
- Central Line suspended Woodford – Hainault 11.50 to 12.40 – signal failure at Woodford.
- Signal failure at Hanger Lane Junction – District Line suspended to Ealing Broadway and Piccadilly Line suspended Acton Town to Uxbridge both from 15.20 to 16.15.
- Central Line suspended Woodford – Epping 15.55 to 16.30 – person trackside at Debden.
- Defective westbound Hammersmith & City Line train at Euston Square at 18.40 with services suspended through the area until 19.25.
- Person on the track at Cannon Street at 18.35 – services suspended through the area until 19.20.

Chancery Lane and South Wimbledon continued being the only two stations with restricted opening hours because of staff shortage on **Wednesday 24 February**. Latimer Road station remained closed until 05.55 because of a loss of platform lighting. There were no other incidents of note.

On **Thursday 25 February**, another loss of signalling control brought the Metropolitan Line to a stand from 09.35 until 10.10. Tufnell Park station closed from 19.30 to 20.10 because of fire alarms activated. Chancery Lane and South Wimbledon station's opening hours were unchanged. The C&H seems to be the worst for Train Operator cancellations, reaching 15, equating to almost half of the service.

Chancery Lane and South Wimbledon stations were open from 07.00 to 22.30 on **Friday 26 February**. Incidents included:

- Jubilee Line suspended Stratford – London Bridge 22.15 to 23.20 – defective westbound train at Canary Wharf.
- Metropolitan Line suspended south of Wembley Park 15.55 to 16.55 – signal failure at Neasden. One train was stalled approaching Neasden for the duration.
- Holloway Road station closed 16.05 to 17.20 – lift stalled in the shaft with passengers.
- Signal failure at Woodside Park from 17.05. Northern Line into severe delays mode with an initial 25-minute delay with subsequent trains taking 15 minutes to traverse the area. All clear at 19.00.

Train Operator cancellations increased on several lines, the maximum being 15 (Central Line), 14 C&H, 14 (Jubilee), and (Metropolitan and Piccadilly) 12 each.

Apart from Temple (remained closed until 07.25), Chancery Lane (open 07.00 to 21.00) and South Wimbledon (07.00 to 22.00) for staff shortage, the only other station closure on **Saturday 27 February** was Maida Vale from 05.50 to 06.25 because of a local power failure. Because of Train Operator shortages, the Bakerloo Line operated a split service, Harrow – Queen's Park (empty to and from Kilburn High Road) and Queen's Park – Elephant & Castle. However, because of a defective tripcock tester at Queen's Park on NR metals and the one at Harrow being decommissioned, the Harrow shuttle service was suspended from 06.25 for the rest of the day with a 13-train service south from Queen's Park. Some other lines continued to suffer with cancellations, too, the Victoria Line operating its reduced service timetable of 19 trains. Further staffing issues in the Metropolitan Line control room at Hammersmith saw the Metropolitan Line closing completely by 19.30, followed by the Hammersmith & City and Circle lines by 20.00 (although the normal timetable had been worked but with one-third of the service cancelled) and likewise the District Line was also suspended east of High Street Kensington from 20.30 until the end of traffic as it encroached on 'Met.' territory. The Piccadilly Line was unaffected on this occasion as the Uxbridge branch was suspended for engineering work (at Hammersmith).

Station operations on **Sunday 28 February** were Temple and South Wimbledon (both open 07.00 to 22.30) and Chancery Lane (07.00 to 18.30). Lack of control room staff saw a late start (from about 08.00) to the Metropolitan and Hammersmith & City lines, with no Circle Line service. Both lines were reduced from 18.00 with no service at all after 20.30. The Piccadilly Line had a 25-minute stand at Hyde Park Corner from 20.20 (where trains were being reversed for weekend engineering work) because of points failing. Even though a truncated service was being operated, there were still five trains cancelled for staff shortage. Other lines badly affected were the Central Line (maximum 20 trains cancelled), C&H (when it was operating, 21 trains), Jubilee (13) and Northern (9).