

THE UNDERGROUND (DIARY) AND THE CORONAVIRUS

MAY 2020 (Continued) AND JUNE 2020

The situation described in this section at the end of the previous issue continued – all lines operating normal working timetables (with cancellations) apart from the Circle and Victoria lines, which continued with their special services. A total of 31 stations remained closed.

On the Docklands Light Railway, Prince Regent station, which had been closed since 30 March, reopened to passengers from Monday 11 May 2020. This station had been closed as the Nightingale Hospital (established in the ExCeL Centre) was put into operation to provide extra capacity and support to London hospitals in coping with the peak of the Coronavirus crisis. The hospital remains on standby should there be a second wave.

Wednesday 27 May began with points failing at South Harrow from 07.15, suspending the Piccadilly Line between Acton Town and Uxbridge. The Metropolitan Line was also suspended until 07.40 because of the number of Piccadilly Line trains west of Rayners Lane. Once these had been cleared (by stabling a train in Ruislip siding and others in Uxbridge Sidings), the Metropolitan Line resumed to reduced service until mid-morning. Three Piccadilly Line trains were stalled on their own territory and were moved as follows:

- Eastbound approaching South Harrow – arrived in the platform at 07.40.
- Eastbound between Rayners Lane and South Harrow – detrained at the west end of South Harrow by 07.55 via the leading cab.
- Westbound approaching South Harrow – authorised to return to Sudbury Hill and passengers detrained via the east end cab onto the west end of the westbound platform also at 07.55.

It is reported that the total number of passengers on all three trains amounted to just 23, highlighting the few passenger numbers using the Underground. An unattended item on a Jubilee Line train at Stratford at 18.50 suspended the service between there and West Ham until 19.25. Trains reversed east to west via the west end of the depot.

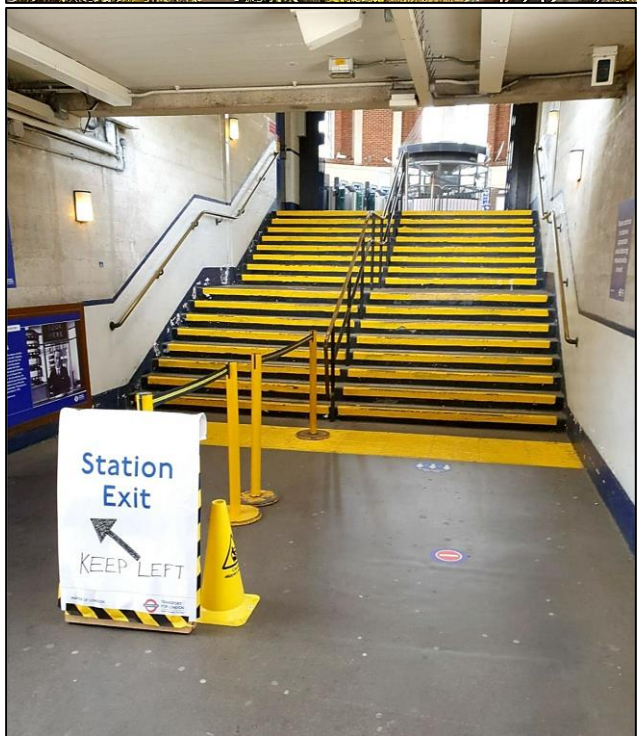
The eastbound/outer rail starting signal at Notting Hill Gate failed from 09.45 on **Thursday 28 May** but trains continued to pass through under failure conditions. However, a suspension between High Street Kensington and Edgware Road took place from 11.15 to 12.25, with a further 20-minute delay just before the evening peak. The Hammersmith & City Line was suspended west of Edgware Road from 17.25 to 18.20 because of a track fire west of Royal Oak (the Circle Line was, of course, operating to the all-round pattern instead of operating to Hammersmith).

Metropolitan Line and Chiltern Railways services were suspended north of Rickmansworth on **Friday 29 May** because of points failing at Chalfont & Latimer after the first northbound train had departed for Chesham. The same train, on return from Chesham, was then unable to exit the single line at 05.15 and was eventually authorised to return to Chesham, arriving back there at 06.15. Services resumed at 07.40. Points failing at Kennington from 08.30 suspended the Northern Line between Morden and Camden Town via the City until 09.35. Two signals failing on the westbound at Upminster Bridge from 15.45 resulted in trains being authorised through the area under failure conditions until fixed at 17.30 – eight trains were cancelled in consequence. The Hammersmith & City Line was suspended west of Edgware Road from 16.00 to 16.35 because of a track fire on the eastbound at Ladbrooke Grove. The Jubilee Line went from having two or three trains cancelled during the day to 14 in the evening peak and 25 trains (out of 48) mid-evening, with a 'special service' implemented. By the end of the week, the number of Metropolitan Line cancellations had increased to enable outstanding training commitments to be realised.



Left: The very dry spring has resulted in a lot of weeds and grass growing up in the depot tracks at Neasden, as seen on 3 June 2020 with Jubilee Line 1996 Tube Stock DM 96106 leading a train about to enter service. Of course the weed killing train doesn't visit such areas, there being so many tracks to spray and so many trains to be moved around. Many other sidings around the network were also overrun by grass.

**Photo:
Ian Grainger**



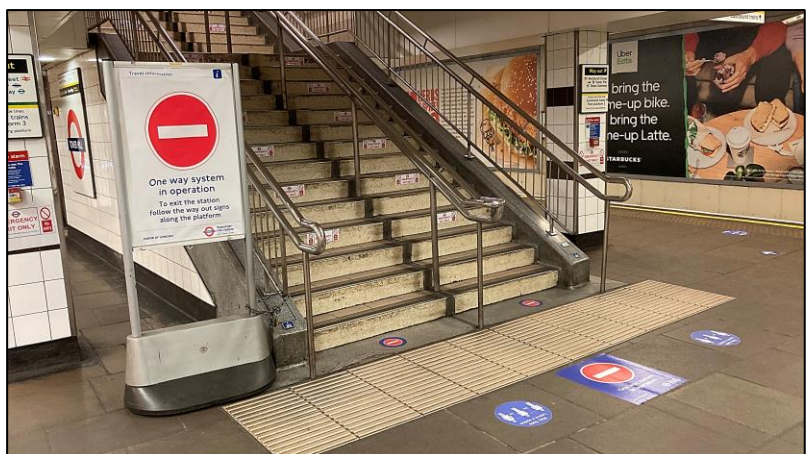
One way systems in place seen on 24 May 2020, at Arnos Grove (Above), Tower Hill (Above Right, Top and Centre) and signs in the floor at Acton Town.

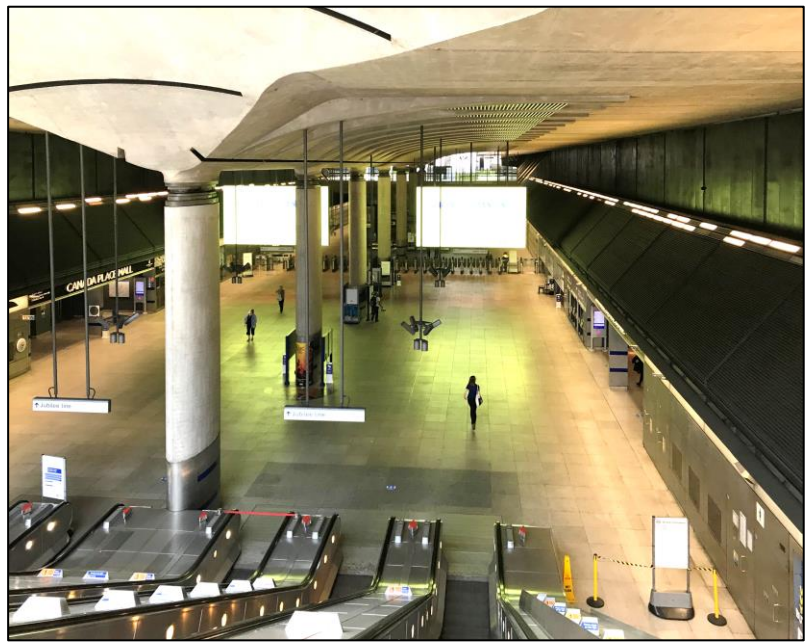
Photos: Donald McGarr (Above) and Colin Smith (all others)

Below: Social distancing applies also on escalators, as seen at Canary Wharf.

Below: (Right) A very empty Canary Wharf around midday on 26 May 2020.

Both photos: Kim Rennie





With Train Operator resources being concentrated on Monday to Friday provision, the weekend services, for the most part, reverted to 'special' (and reduced) services, with no Circle Line. The Piccadilly Line, however, was able to operate its timetabled service (with cancellations), including to and from Uxbridge. Booked trains for Heathrow Terminal 4 continued to detrain at Hatton Cross and run empty round the loop, taking its 'stand time' at (the closed) T4.



Above: Although Heathrow Terminal 4 has been closed since 9 May 2020 and all but one train were diverted to Terminal 5, once the normal timetable had been reintroduced on 18 May, trains scheduled for T4 detrained at Hatton Cross and ran empty round the loop, picking up their eastbound trip at Heathrow T2 & 3. However, trains continue to take their stand time at Terminal 4, as seen on 28 May 2020. Also noted was that the automatic announcement "frequent trains to central London" still booms away at regular intervals.



Photo: Tube Troll

Above: (Right) Cardboard social distancing notices on lamp posts at Kensington Olympia see on 29 May 2020, taken from the LU served side served by one of the early-morning District Line Lillie Bridge Depot start-ups.

Below: One of the first Piccadilly Line trains seen with both door window stickers and window stickers, at Acton Town on 31 May 2020. Since then all trains have been fitted with them, on the 1973 Tube Stock above the curve of the door windows.

Both photos: Colin Smith



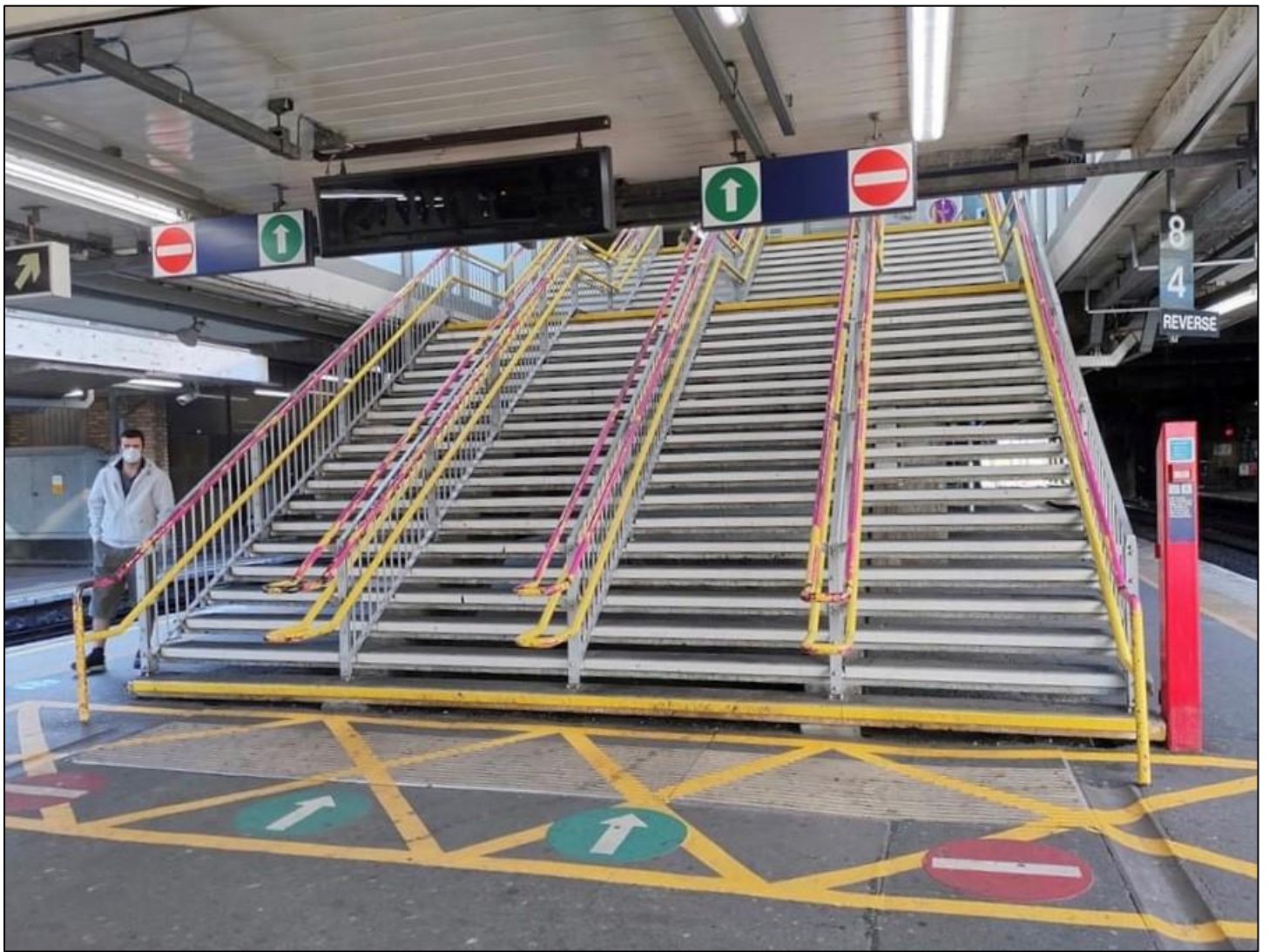
Left: One of the latest full-size posters on the westbound at Tower Hill on 31 May 2020, which says it all.

Photo: Colin Smith

A track fire between Queensbury and Canons Park at 13.25 led to a suspension of the Jubilee Line north of Wembley Park until 14.45 on **Saturday 30 May**. There were two further instances of track fires, both on the Piccadilly Line, one at Northfields at 15.55 and one at Arnos Gove at 18.45, with 25-and 15-minute delays respectively.

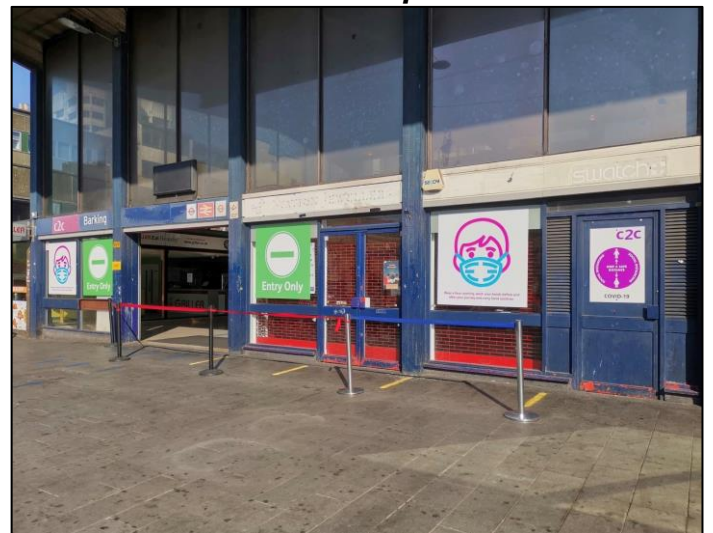
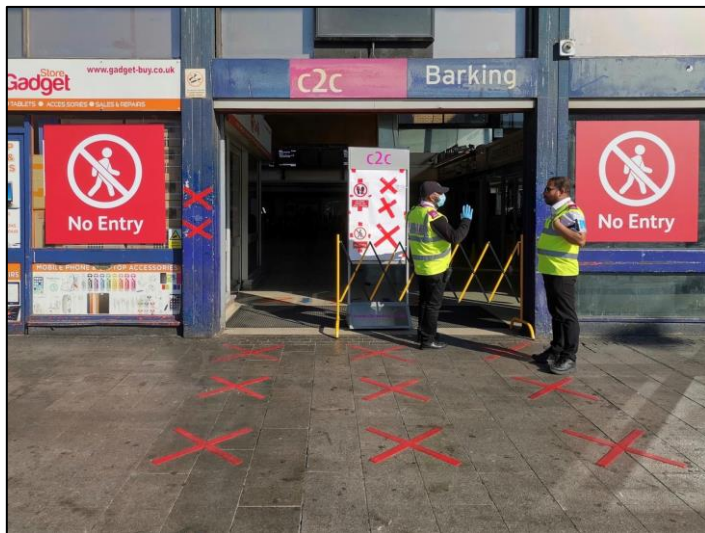
On **Sunday 31 May** a grass fire on the One Tree Hill grounds approaching Alperton eastbound

suspended the Piccadilly Line between Uxbridge and Acton Town from 15.15 until 16.45. Robbery suspects being pursued at Theydon Bois suspended the Central Line east of Woodford from 18.05 to 19.00. Only the Bakerloo and Piccadilly lines operated their scheduled Sunday services, the remainder continuing on 'specials', with the Northern on a 'split' service (Barnet – Morden via the City and Edgware – Kennington via Charing Cross).



Above and Opposite: (Top, Left and Right) Although a main line (c2c) station, Barking is also host to London Underground and London Overground services. These are some of the “social distancing” measures in place on 31 May 2020.

All photos: Kim Rennie





Above: Similar stickers on the doors of S Stock but arranged on the opposite side to the Northern Line's on the right.

Photo: Colin Smith



Above: Seen on the Bakerloo Line's 1972 Tube Stock on Monday 1 June, "social distancing" notices on saloon car windows.

Photo: Mark Teale

Below: Stickers on the double doors on the Northern Line's 1995 Tube Stock.

Photo: Brian Kemp





Above and Above Right: (Top): Two more examples of social distancing notices on trains, Bakerloo Line 1972 Tube Stock (Above) and Northern Line 1995 Tube Stock (Above Right, Top). All stocks are getting them in some form or another and will probably evolve further as time progresses.

Above: (Right) The DLR “exclusion zone” area is now extended to beyond leading set of doors (see also photo on page 277 of the May 2020 issue). The door open push buttons for the relevant doorways were noted as being covered over.

Photos: Mark Teale (Above), Brian Kemp (Above Right, Top) and Kim Rennie (Above Right)

On **Monday 1 June**, there continued to be 31 stations closed, while the Circle and Hammersmith & City lines continued with a ‘special service’. Apart from the Central Line, which still had a large number of cancellations, other lines fared very well in general. The Victoria Line reverted to timetable and the 1min 35sec railway returned! However, the maximum loadings were 28% in the morning and between 2 and 12% in the evening peak. Peak service provision is summarised opposite.

LINE	PEAK TRAINS RUN		SCHED FULL SERVICE	
	AM	PM	AM	PM
Metropolitan	40	41	48	49
H’smith and Circle	18	18	33	33
Jubilee	56	54	58	58
Northern	88	84	95	95
Victoria	39	39	41	40
District	75	75	75	76
Piccadilly	71	70	79	79
Central	62	55	77	77
Bakerloo	31	31	31	31

There were two incidents of note, the first a person under a southbound train at Oval at 12.55, suspending the Northern Line between Camden Town and Morden until 14.05. One train was stalled approaching Kennington until 13.35. At 16.10 a track fire near to Brent Cross suspended the Northern Line north of Golders Green until 16.45.

There was nothing out of the ordinary to note for **Tuesday 2 June**.

Wednesday 3 June was uneventful until 15.20, when Westminster station closed because of a street protest close by. It reopened at 18.50. At 16.50, a person under a westbound train at Bethnal Green suspended the Central Line between Leytonstone and Liverpool Street. Services resumed at 18.00 with some 33 trains cancelled because of a combination of the incident and insufficient Train Operators.



Above: Deserted travolators between the Jubilee and Bakerloo/Northern lines at Waterloo at 14.40 on Tuesday 3 June 2020.

A signal failure in the Triangle Sidings area from 05.30 suspended the District Line between Earl's Court and Edgware Road until 06.15 on **Thursday 4 June**. A points failure at Watford East Junction from the same time suspended the Metropolitan Line between Moor Park and Watford until 06.45.



Above: A one-way entrance and exit on the single doors on 1973 Tube Stock, on both the train doors (close to where the train stop) and replicated on stickers on the platform. It will be interesting to see if this is adhered to.

Photo: Tube Troll

Photo: John Stait

LINE	PEAK TRAINS RUN		CANCELLED FOR NO T/OP		SCHED FULL SERVICE	
	AM	PM	AM	PM	AM	PM
Metropolitan	42	40	6	9	48	49
H'smith and Circle	18	18	15	15	33	33
Jubilee	49	37	9	21	58	58
Northern	83	93	12	2	95	95
Victoria	41	40	–	–	41	40
District	75	76	–	–	75	76
Piccadilly	71	77	8	2	79	79
Central	64	57	13	20	77	77
Bakerloo	30	30	1	1	31	31

The Piccadilly Line side of Leicester Square station remained closed from the start of traffic on **Friday 5 June** because of a local power supply problem, opening for business at 11.25. A track fire at Chalfont & Latimer at 12.50 then suspended the Metropolitan Line north of Rickmansworth from 12.50 until 14.00. A lack of Train

Operators on the Jubilee Line on the late shift led to 20 trains cancelled in the evening peak and then 12 through to the close of traffic. At the close of play on Friday, the C&H had continued with its special service because of a continuing substantial lack of Train Operators while the Central Line continued with several cancellation on the normal timetable, also because of a lack of Train Operators. However, this was an issue the Central Line already had prior to the Coronavirus problems and is not as a DIRECT result of it. However, in many cases there has been a marked improvement in service provision for the relatively small ridership. The figures for Friday are shown (*Above*).

On **Saturday 6 June**, the Bakerloo and Piccadilly lines operated their normal timetabled services with minimal cancellations – the average for the day was two and five respectively. Other lines reverted to the weekend special services with reduced numbers of trains in service. On the Circle Line, however, although operating, it was generally two trains per Circle for much of the day. A points failure at Rayners Lane, on-going from 07.40, culminated in a suspension of the Metropolitan and Piccadilly lines from 13.10 to 13.50 while repairs were effected. A track fire between Kilburn and Willesden Green at 09.10 resulted in both Metropolitan and Jubilee Line services being suspended through the area from 09.45 until 10.20. A further street level protest march caused Westminster station to close from 13.50 to 22.00.

Services on **Sunday 7 June** continued as per Saturday. A defect on points at Whitechapel prevented the first two District Line trains from reversing there, reversing instead at West Ham, which meant a 35-minute late start. District and Circle Line services through High Street Kensington were suspended from 12.05 until 12.35 because of a points failure. A loss of signalling control in the Hainault area suspended the Central Line between there and Newbury Park from 19.35 to 20.45. Westminster station closed again, from 22.05 until the end of traffic because of further protests in Parliament Square close by. A lack of staff caused Turnpike Lane station to close from 22.30 until 23.00.

Barbican, Caledonian Road, Holland Park and Mornington Crescent stations reopened from **Monday 8 June 2020**, taking the total number remaining closed down to 27. Some stations had introduced one-way systems, for example at Bank-Monument from the District to the Northern via street level. The West Ruislip branch of the Central Line had a 30-minute late start because of a late finish to work on repairing a rail defect. A repeat points failure at High Street Kensington from 06.00 culminated in a suspension of the District Line east of High Street Kensington from 07.00 until 09.00. The Wimbledon branch of the District Line was suspended from 22.50 to 23.15 because of a person trackside at Putney Bridge.

Tuesday 9 June was uneventful until 11.20 when a person trackside between Alperton and Park Royal suspended the Piccadilly Line between Acton Town and Uxbridge until 12.25. A Network Rail signal failure at Wimbledon at 21.15 initially delayed District Line services in the area, culminating in a suspension west of Parsons Green from 22.00 until 23.30.

On **Wednesday 10 June**, an eastbound Metropolitan Line was unable to changeover between the new and legacy signalling system at Euston Square at 11.35, suspending SSR services between Baker Street and Aldgate. Although the offending train departed at 12.00, problems continued at King's Cross, where it was hoped to reverse it east to west. However, the problem was also at the west end and so the train went onwards to Moorgate bay, arriving at 12.35. Services resumed at 12.50. The Metropolitan Line was in trouble again at 18.00 with a signal failure at Watford, suspending services between there and Moor Park. One northbound train was stalled approaching the Watford home signal until 19.00. Services resumed at 19.55 using platform 1 only, with platform 2 being returned to use at 20.30. Most lines continued to do well with cancellations, with all but the Central and



C&H in single figures and some with a clear sheet 100% service – the Bakerloo, Victoria and District lines both peaks, and the Northern Line PM peak. The handful of cancellations on the Jubilee Line was attributed to defective stock rather than staffing issues. On the debit side, the Central Line reached 16/20 trains and the C&H 15/16 trains in the AM/PM peaks respectively.

Above: Views of the two signals that 'failed' at Watford, but taken on another occasion. JP134 is the northbound home signal and JP102 the starting signal from platform 2.

Both photos: Brian Hardy

A further signal failure at High Street Kensington from the start of traffic suspended the District Line to Edgware Road until 06.05. on **Thursday 11 June**. A track fire between Hatton Cross and Hounslow West disrupted the Piccadilly Line west of Northfields from 21.50 with suspensions to the Airport until 22.45 and again from 23.40 until 01.10.

A person under an outer rail (westbound) train at Newbury Park at 14.00 on **Friday 12 June** suspended the Central Line between Woodford and Leytonstone via Hainault. Once traction current sections switches had been operated, it was possible to resume a limited service between Woodford and Hainault. Services resumed throughout the entire loop at 15.25.

On **Saturday 13 June**, the Metropolitan, Jubilee, Piccadilly and Bakerloo lines operated their normal weekend timetables but with a few cancellations. The Victoria and Central lines continued with reduced

'special services', while the District and C&H operated their Timetable Notices for weekend engineering work. This meant that for the first time since 21 March 2020, the Circle Line was able to operate its 'pan handle' service as there was no Hammersmith & City Line service. The Northern Line operated its segregated service for engineering work but with a number of cancellations. Incidents throughout the day may be summarised thus:

- Points failing at Triangle Sidings from the start of traffic with District Line suspended to and from Edgware Road until 06.00.
- Westminster station closed from 14.00 until 22.00 – demonstration at street level. For similar reasons, Waterloo LU station was closed from 17.40 to 18.30 and Leicester Square from 19.55 to 21.25.
- Track fire reported on points between West Ham and Stratford at 15.25. Jubilee Line suspended east of North Greenwich. With traction current switched back on at 16.40 and a train at the incident site, the train was then unable to move, being gapped off current. The train in West Ham platform was authorised forward to assist the stalled train by performing a 'push out' which, in the end, was aborted. Once the incident train had reached Stratford Market Depot, services resumed at 19.10.
- Network Rail signal failure at Wimbledon Park from 18.15 with services working through under failure conditions. A 25-minute suspension west of Parsons Green took place from 19.40 while repairs were effected.
- Signal failure on the Northern Line at Stockwell from 21.00. Trains continued under failure conditions until suspended south of Kennington from 21.45 until 23.05.



Previous Page: The week before the new Byelaws came into operation, posters began to appear network-wide (Left) regarding the use of face coverings on public transport. This was followed by a poster (Right) about the restriction of certain travel passes before 09.00 on Mondays to Fridays.

Photos: Kim Rennie (Left) and Colin Smith (Right)

A cable fire at Barons Court at 18.30 on **Sunday 14 June** suspended the District Line between Earl's Court and Ealing Broadway – the Richmond branch was suspended anyway because of weekend

engineering work. After an initial assessment of the problem and its location, the Piccadilly Line was able to continue at caution speed. The District Line resumed at 19.20.

Monday 15 June was the day that face coverings became mandatory on TfL public transport which, for the railway systems (London Underground, London Overground and Docklands Light Railway) became part of the TfL Railway Byelaws. Although police were deployed at some locations to enforce the new arrangements, it would not be possible to have them at all stations throughout the traffic day. No doubt some people will flout the Byelaws – it is not a requirement for station staff to enforce it.

Service-wise, the Hammersmith & City and Circle lines resumed to their scheduled Working Timetable, but with cancellations. The Central Line operated its normal timetable without planned cancellations for no Train Operators but the trains cancelled instead switched to defective stock. Other lines are doing appreciably better in most cases, but with the odd ‘blips’ here and there. Stations-wise, two more stations reopened, being Bermondsey and Chancery Lane, but only between 07.00 and 19.00 on Mondays to Fridays for the time being. This leaves 25 stations remaining closed throughout each day and these are listed as follows.

Stations closed as at 15 June 2020:

Arsenal	Goodge Street	Manor House	Swiss Cottage
Borough	Great Portland Street	Queensway	Stepney Green
Chalk Farm	Hampstead	Redbridge	Temple
Charing Cross	Heathrow T4	Regent’s Park	Tufnell Park
Clapham South	Hyde Park Corner	St. James’s Park	
Covent Garden	Kilburn Park	Southwark	
Gloucester Road	Lancaster Gate	South Wimbledon	

Operationally, the Piccadilly Line had a 35-minute late start at the east end of the line because of a late finish to overnight engineering work between Arnos Grove and Bounds Green. There was nothing else of significance to note for the day.

LINE	PEAK TRAINS CANCELLED		SCHED FULL SERVICE	
	AM	PM	AM	PM
Metropolitan	5	8	48	49
H’smith and Circle	5	5	33	33
Jubilee	–	2	58	58
Northern	6	–	95	95
Victoria	–	–	41	40
District	–	–	75	76
Piccadilly	2	4	79	79
Central	6	2	77	77
Bakerloo	–	–	31	31

A track defect at Walthamstow Central from the start of traffic on **Tuesday 16 June** caused a 25-minute late start north of Seven Sisters. At 14.20 a Network Rail track circuit failure at Stonebridge Park necessitated all Stonebridge Park reversers being short tripped at Queen’s Park for much of the afternoon and into the evening peak. Cancellations for no train staff are shown (*Left*).

From **Wednesday 17 June**, TfL began a two-week face visor trial for staff working

in passenger-facing roles. The trial involved 130 frontline staff from across the businesses including London Underground stations and Revenue Control. The face visors were trialled to complement the existing control measures where social distancing cannot be maintained and needed to be worn in addition to the already supplied face coverings. The trial will test the effectiveness, practicability and usage of the visors in operational settings. At 08.00, a signalling problem on the northbound at Neasden suspended the Jubilee Line, initially north of Willesden Green and then the whole line from 08.35. A limited service between Stratford and Willesden Green resumed at 09.15 with through services at 09.45. A repeat failure at 10.35 suspended the service north of Willesden Green through until 12.30. Points failing at Camden Town from 12.20 brought the Northern Line to a stand, initially for 30 minutes and then for a further 15 minutes from 13.15. Southbound Northern Line trains non-stopped Woodside Park from 20.50 until 22.10 because of localised flooding from heavy rain.

Euston LU station closed from 09.50 until 10.15 on **Thursday 18 June** because of a fire alert on the main line station. A track fire between Hatton Cross and Hounslow East at 10.40 suspended the Piccadilly Line west of Northfields until 11.15 and again from 11.35 to 12.25.

Right: The westbound station starting signal at Hatton Cross, WW9, which shows green for Heathrow T5 and green and 'arbour' lights (junction indicator of three white lights) for T2,3. In this photo, taken on 18 June 2020 during a 'rusty rail' move, the starter is at danger and a letter 'R' is illuminated telling the Train Operator to reverse west to east.

Photo: Martin Keegan

Friday 19 June began with a Network Rail signal failure at Wimbledon Park from 06.50, suspending the District Line west of Parsons Green until 09.15. A signalling problem between the old and the new at Finchley Road at 09.50, suspended the Metropolitan Line south of Wembley Park until 10.20. Later in the day, the District Line was suspended between Barking and Whitechapel and the Hammersmith & City Line east of Moorgate, because of a person under a westbound District Line train at Upton Park at 15.30. One eastbound train was stalled approaching Upton Park until 16.25 while one westbound train stalled approaching Upton Park arrived at 17.00, from when services resumed. The evening peak cancellations on the District and Hammersmith & City lines (24 and 10 respectively) were due to the incident and not staffing issues. District Line service recovery was hampered with a signal failure on the eastbound at St. James's Park from 17.15, with trains passing through under failure conditions. There were two 15-minute periods of trains being held while technicians worked to resolve the fault, which was completed at 19.50.



Previous Page: (Lower) The scheduled operation of the Hainault – Woodford shuttle with four-car trains (from 26 January 2020) still hasn't taken place, as the Central Line Improvement Project has been

delayed, even more so by Covid-19 restrictions. Four-car trains are unlikely to operate until later in the year when the project properly gets under way and thus in the meantime, two full-length trains provide the service. Late on Friday 19 June, a deserted shuttle eight-car train is seen at Hainault – at least two trips were utterly devoid of passengers. Although a full service is now being operated, patronage barely warrants that, even with social distancing. Note also the blue spot 2-metre social distancing stickers on the platform.

Photo: Richard Clowser

At the end of the 'working' week (if you can still call it that), following the easing of restrictions from 15 June 2020, including the re-opening of non-essential retail, a near 14% increase in morning Underground journeys over the prior week was still 86% down on 2019 figures. Most of the week saw around 95% of timetabled trains in service.

On **Saturday 20 June**, the Jubilee, Northern and Victoria lines operated reduced weekend 'special' services, the District and Circle lines their weekend engineering work timetable notices, but with no cancellations, while other lines operated their normal weekend services with planned cancellations. A tree overhanging the track just west of Leyton suspended the Central Line between Leytonstone and Liverpool Street at 13.10 – a tree being felled by a member of the public in their garden fell the wrong way, onto the railway. Services resumed at 14.00. Edgware station closed from 21.55 until 22.20 because of a fire alarm activation with trains running empty between Burnt Oak and the terminus for the duration.



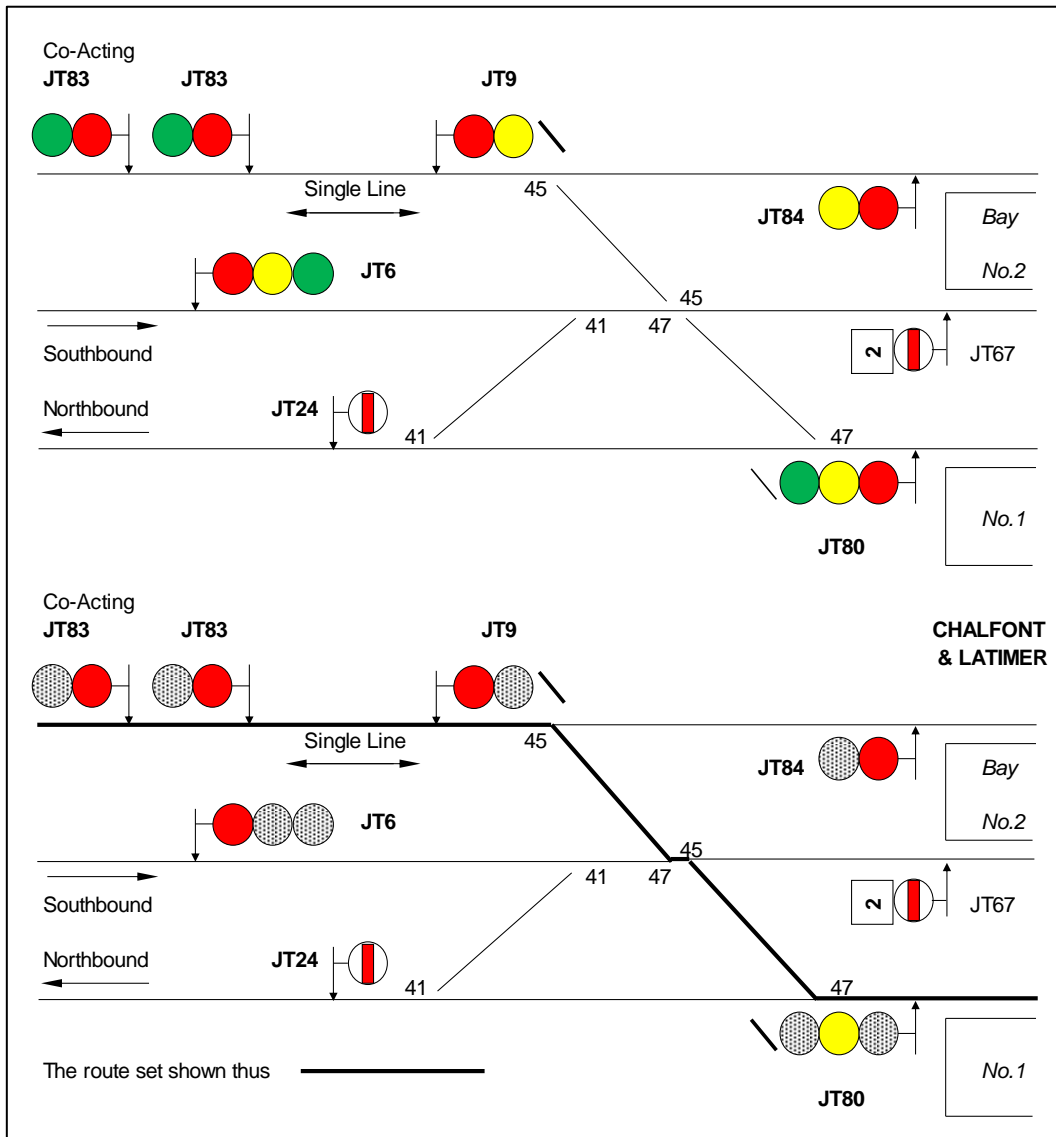
Above: Seen at the south end of platform 3 at Morden on 21 June 2020, the arrow is facing the correct way for the one-way system but the text on the sign isn't!

Left: One of the projects brought to a halt because of Covid-19 is the extra passageways at Kennington, still on hold, seen on 21 June 2020.

Both photos: John Stait

Sunday 20 June was uneventful until 21.45, when an Up (southbound) Chiltern Railways train 2C72 passed the southbound home signal (JT6) approaching Chalfont & Latimer at danger.

Because of the severity of the incident, the service was suspended north of Rickmansworth on both the Metropolitan Line and Chiltern Railways until the end of traffic. At the time of the incident, a northbound Metropolitan Line train (set 403) was in Chalfont & Latimer northbound platform waiting departure to Chesham, with the starting signal (JT80) clear and points set across to the single line. However, for whatever reason, the Up Chiltern train continued, damaging No.45 points and then proceeding over No.47 crossover into the path of the stationary Metropolitan Line train. By this time, the occupation of the relevant track circuits meant that signal JT80 returned to danger, keeping train 403 in the platform.



Above: Diagrams of the affected area, with the normal signalling and possible aspects shown (Top diagram) and signalling as at the time of the SPAD incident (Lower diagram).



Left: Chalfont & Latimer northbound, north end, showing Metropolitan Line train 403 in the platform and the errant Chiltern Railways train having stopped wrong line on the approach after passing signal JT6 at danger and then carrying on across the crossover onto the northbound line. We are told that the points were set and starting signal JT80 was showing clear (yellow) for Chesham but returned to danger through the occupation of track circuits as the Chiltern train continued to approach.

Photo: LURS Collection

As a result of the incident and with damaged pointwork, there was a late start to services north of Rickmansworth on **Monday 22 June**, beginning at 07.20. Damaged points at Chalfont & Latimer meant that there was no service to Chesham all day with buses running between Amersham and Chesham. Interestingly, LU initially gave the reason as a 'signal failure' later changing it to 'track fault'. Network Rail, however, were more upfront in saying it was 'an operational incident'. Whatever the cause of the incident, it would be fair to say that the LU safety systems functioned correctly but there were procedural errors made – the Chiltern train ended up in front of the Metropolitan Line S8 train because it traversed a route set for the S8. We are told that the incident is likely to be the subject of a formal enquiry by the

Chiltern train 2C72 stopped short of train 403 by a reported 23 metres thus avoiding a head-on collision. Such was the closeness of the Chiltern train to northbound train 403 in the platform that, with current off, its passengers were detained via the track to the station from 23.00 and was completed within 15 minutes. At 01.20, train 403 was authorised to return to Rickmansworth wrong line, arriving at 01.45, from where it was signalled to the sidings. Chiltern train 2C72 was then authorised into the northbound platform at Chalfont & Latimer, arriving just after 01.45. It then departed north for Aylesbury at 02.00, giving the opportunity for engineers to inspect the damage and effect repairs.

errors made – the Chiltern train ended up in front of the Metropolitan Line S8 train because it traversed a route set for the S8. We are told that the incident is likely to be the subject of a formal enquiry by the

Rail Accident Investigation Branch (RAIB) and thus no further comment or speculation will be made here. Bond Street station closed from 07.10 to 07.40 because of a fire alarm activation. The Woodford – Hainault service stood still for 25 minutes from 18.30 because of a defective train on the outer rail at Grange Hill.



Above: Seen on one of the main station name roundels at Finsbury Park (Piccadilly Line) but first appearing at Highbury on 24 June 2020.

Photo: Donald McGarr

Below: Posters appeared in late-June regarding the Pride 2020 event, cancelled because of Covid-19, seen at Ealing Broadway.

Photo: Colin Smith



There was no service to Chesham all day again on **Tuesday 23 June** with buses shuttling between Amersham and Chesham. A signal failure on the eastbound District Line at Acton Town from 13.40 suspended the service between Ealing Broadway and Turnham Green until 14.30. The failure also had repercussions on the Piccadilly Line in that trains were diverted via the eastbound local line between Acton Town and Hammersmith.

The Metropolitan Line service to Chesham resumed at the start of traffic on **Wednesday 24 June**. At 06.00, an eastbound District Line train was unable to depart from Ealing Common station because of an alleged braking defect (reported to be greasy rails), overrunning the platform. The Piccadilly Line to Uxbridge and the District Line between Ealing Broadway and Turnham Green were both suspended until 07.25. One eastbound District Line train was stalled on the approach to Ealing Common for the duration. Later in the day, there were two separate track fires on the Northern Line, first at Golders Green from 14.30, suspending the Edgware branch until 15.10. The second was at 16.05 and suspended the service north of Golders Green until 16.45.

The main event on **Thursday 25 June** occurred at 12.25, with the collapse of a reported 100-metre section of brick wall east of East Ham on the eastbound LU side (between the station and the c2c depot), which suspended the Hammersmith & City Line east of Moorgate. The District Line was initially suspended between Whitechapel and Barking, but later (from 13.10) the suspension was narrowed to be Plaistow – Barking. The inner rail Circle Line was also suspended from 14.15 until 16.00 because of crewing issues – the handful of cancellations for Covid-19 and the disruption to the interworking of crews on both C&H services. Two westbound trains were stalled, one approaching East Ham and the other approaching Barking. Both reached their respective platforms at 13.00 and 13.25 respectively. Two eastbound trains were also stalled, that approaching East Ham arriving in the platform at 13.00. The other train stalled approaching Barking had to be authorised forward and detrained through the train already in Barking bay platform, which was completed at 13.50. The incident caused extensive damage to signal cables and the air main and the protective barbed wire on the wall fouled the current rails and caused arcing, which in set fire to grass on the embankment. A special service was implemented



with 21 C&H and 48 District trains cancelled for the evening peak. The service remained suspended until the end of traffic. Because of the imbalance of rolling stock, Ealing Common Depot was full and thus four trains had to be outstabled – Ealing Broadway (two trains), Acton Town eastbound (one) and Earl's Court eastbound platform 1 (one)

Left: The extent of the fallen wall can be seen here, looking east on Thursday 25 June – the c2c depot is seen in the distance.

Photo: LURS Collection

Other events on Thursday 25 June included:

- District Line further suspended west of Parsons Green from 14.45 to 16.15 – two Network Rail signals failing at Wimbledon. Four trains were stalled between stations but were authorised through under failure conditions. One of them, however, stalled across points approaching Wimbledon at 15.35, reached the station at 16.10.
- Platform 1 at Edgware closed from 16.40 to 18.45 because of unsafe platform edge nosing stones. Reduced service to Edgware in consequence.

- Northern Line suspended on the Edgware branch from 20.50 to 21.15 – track fire just south of Golders Green.
- Signal failure at Arnos Grove from 23.45, bringing the remaining service to a stand. In general, trains were held in platforms (on the eastbound back to Holborn) but the westbound train stalled approaching Arnos Grove reached the platform at 00.35. The service was effectively suspended until the end of traffic, with trains being moved to stable when the failure was cleared around 02.00.



Previous Page: (Lower) Station name roundels have again appeared in connection with Pride 2020, both styles seen at Hammersmith (District & Piccadilly) on 26 June 2020. The only other LU station to sport these roundels this year was Vauxhall.

Photo: Transport for London

Friday 26 June began with the continued suspension of the District and Hammersmith & City lines because of the wall collapse at East Ham. A 'special service' was implemented (because of the incident, not because of staffing issues), operating Ealing Broadway – Plaistow (trains 301-315), Richmond – High Street Kensington (501-504), Wimbledon – Edgware Road (70-77) and Upminster – Dagenham East (701-704). It will be appreciated that the District Line was suspended through to Dagenham East but from the start of traffic it was suspended additionally between Whitechapel and Plaistow because of a loss of signalling control at Barking (which affected West Ham and Plaistow). The service resumed Whitechapel – Plaistow at 09.40 with the signalling sites being controlled locally. The Circle Line operated its normal pan-handle service (Hammersmith – Circle – Edgware Road) while a three-train Hammersmith & City Line shuttle operated between Hammersmith and Moorgate. Also from the start of traffic, Balham, Clapham Common and Clapham North remained closed because of staff having transport difficulties getting to work, all three opening for business by 05.55. With Clapham South also closed for Covid-19 reasons, this gave a non-stop run between Tooting Bec and Stockwell!

On **Saturday 27 June**, work continued to effect repairs to infrastructure and equipment east of East Ham, with the District Line operating a reduced special service as far as Plaistow. Further east, the service operated Upminster – Barking westbound and Upney – Upminster eastbound. Trains reversing at Barking thus ran empty between Barking platform 6 and Upney via Barking sidings, which was possible only using shunt signals and therefore without passengers. The Hammersmith & City Line was suspended completely with the Circle Line operating its normal pattern of service. All repairs were completed to enable service resumption at 19.30. The District Line kept its special service and the Upminster – Barking service was extended to West Ham. Services were reduced from 21.00 to facilitate stock balancing and the Hammersmith & City remained suspended for the same reason. The Northern and Victoria lines operated a reduced special service with other lines (except the District) operating the scheduled service but with cancellations. The Northern Line operated a segregated service (Morden – High Barnet via the City, Kennington – Edgware via Charing Cross and Mill Hill shuttle), with 46 trains in service instead of 80. The Victoria Line ran an end-to-end service with 20 trains instead of 33. Operationally, the Uxbridge branch of the Piccadilly Line was suspended from 20.10 until 20.40 because of a SPAD west of Acton Town, where the train was set back behind the signal. A track fire between Hatton Cross and Hounslow West at 23.00 suspended the Piccadilly Line west of Northfields until 00.15.

The only change to service patterns on **Sunday 28 June** was on the District Line, which was able to operate its normal (engineering work) service. However, to concentrate resources on the Circle Line, there was no Hammersmith & City Line service throughout the day. The only operational incident was the suspension of the Metropolitan Line north of Rickmansworth from 21.55 because of persons trackside north of Chorleywood. After a search, nobody was found and services resumed at 23.05.

LINE	PEAK TRAINS CANCELLED		SCHED FULL SERVICE	
	AM	PM	AM	PM
Metropolitan	8	7	48	49
H'smith and Circle	5	5	33	33
Jubilee	–	–	58	58
Northern	4	7	95	95
Victoria	–	3	41	40
District	–	–	75	76
Piccadilly	1	7	79	79
Central	–	–	77	77
Bakerloo	–	–	31	31

Left: Train Operator cancellations for Monday 29 June shows that the situation is improving.

On **Monday 29 June**, an outer rail train being returned to Hainault Depot because of a defect at 07.05 became stalled off current in doing so. The service was suspended between Grange Hill and Hainault until 09.10. The District Line's Richmond branch was suspended from 08.50 until 09.20 because of a Network Rail points failure in the Acton area causing London Overground trains to

block back to Gunnersbury, preventing the movement of District Line trains through Gunnersbury.

The only incident on **Tuesday 30 June** was the closure of Walthamstow Central station all day because of flooding, with trains running empty between there and Blackhorse Road. Up to ten trains were cancelled because of the time required to detrain at Blackhorse Road and check that trains were empty.