

THE UNDERGROUND DIARY (AND THE CORONAVIRUS)

JANUARY 2022



Left: On 1 January 2022, an eastbound Central Line train of 1992 Tube Stock arrives at Tottenham Court Road at 18.38 bound for South Woodford with DM 91161 leading. This is not a regular destination but because of Train Operator shortages, it was being taken out of service. To stable in Woodford Sidings from the west, it is easier to detrain at South Woodford and run empty direct into the sidings (provided No.21 loop siding is empty!).

Photo: Peter Horrex

We resume the Diary on **Sunday 2 January**, New Year's Day having been covered in the previous issue as a continuation of the all-night service. Two separate signal failures from the start of traffic (exiting Lillie Bridge Depot and Parsons Green Sidings) suspended the Olympia and Wimbledon branches of the District Line until 08.10. Highbury & Islington station closed from 19.40 because of a person under a Down (northbound) Great Northern train. The station partially reopened to London Overground and southbound Victoria Line trains at 20.35 and the remainder of the station at 21.30. Much of the day, however, was taken up with staffing issues. A lack of a signal operator at Rayners Lane caused the Metropolitan Line to be suspended between Harrow and Uxbridge and the Piccadilly Line between South Harrow and Rayners Lane, both from 08.15 to 10.50. Trains in the affected area were cleared before the signal cabin closed. Stations closed were:

Barbican – after 22.15	Colliers Wood – before 07.00	Southwark – before 15.30
Canary Wharf – until 06.45	Goodge Street – before 06.55	Temple – before 23.10
Chancery Lane – all day	and after 22.15	Tooting Bec – after 19.30

Maximum cancellations for no Train Operators were as follows:

C&H	Central	District	Jubilee	Metropolitan	Northern	Victoria
12	16 †	12	24	8	22	11 ‡

† Quite how the Central Line managed a “good service” with 16 trains cancelled is questionable, especially as other lines declared their service status accordingly.

‡ End-to-end special service.

Bank Holiday **Monday 3 January** was much improved regarding Train Operator cancellations, with only the Jubilee Line reaching 11 mid-evening. Station closures continued, however, and were:

Tooting Bec – before 06.45	Barbican and Temple – both before 07.25
Chalk Farm – before 07.00	Chancery Lane – closed all day
Tufnell Park – from 22.05	Goodge Street – before 08.00 and after 21.55

A signal failure in Barking Sidings suspended the Hammersmith & City Line east of Moorgate from 14.45 for an hour. Also at 14.45 a signalling problem on the westbound at Westminster caused a 20-minute delay. A repeat failure occurred at 15.20 causing a further 25-minute delay. SSR services through Barbican were suspended from 22.20 to 23.35 because of a person on the track. One westbound train was stalled approaching Moorgate until 23.10.

Being the first working day of the new year, the Waterloo & City Line remained closed on **Tuesday 4 January** and was expected to remain so for the remainder of the week, this to allow Train Operator resources to be concentrated on the Central Line. Nevertheless, the Central Line still reached 16 cancelled trains on the late shift, Other lines to reach double figures were the District (12 morning peak), the Jubilee and Northern (11 each in the evening peak). Stations closed for a lack of staff were Tufnell Park (before 07.00), Russell Square (before 07.10), Bermondsey (before 07.20) and Chancery Lane

(before 08.00 and after 22.30). Operationally, points failing at Arnos Grove from 11.25 suspended the Piccadilly Line east of Wood Green, extended to be east of King's Cross from 12.15. The service resumed at 13.00 with 22 trains cancelled. Passenger action on the northbound Bakerloo Line at 21.00 suspended the service south of Paddington until 21.40. Seven trains were cancelled in consequence with 'delays' until the end of traffic.

On **Wednesday 5 January**, a signal failure at Upminster from 05.35 prevented trains from entering service from the depot with no westbound service between there and Whitechapel. Services resumed at 06.20 with 18 trains cancelled (ten for the failure and eight for no Train Operators). Late in the evening, the Central Line was suspended east of Debden from 23.15 to 23.50 because of a signal failure at Epping. The only station closed for a lack of staff was Chancery Lane (before 07.20).

Thursday 6 January may be summarised thus:

1. Points failure at Leytonstone from 05.30. Central Line suspended Leytonstone – Bethnal Green until 08.50 and again from 13.45 to 14.20. Over half the service (39 trains) were cancelled for the morning peak.
2. Defective westbound train at Upney at 09.45 with service suspended between Upminster and Barking until 10.30. One H&C train was stalled throughout.
3. Bakerloo Line suspended north of Queen's Park from 12.40 to 13.20 – Network Rail signal failure at Willesden Junction. One stalled northbound Bakerloo Line train was authorised back to Queen's Park arriving at 13.10.
4. Signal failure at Warren Street from 15.55 with trains working through under failure conditions until 17.00 – 10 trains cancelled in consequence.
5. Stations closed for staff shortage were Mile End (05.40 to 06.50), Chancery Lane (07.25 to 07.55) and Southwark (13.20 to 16.20).

On **Friday 7 January**, the Circle and Hammersmith & City lines had a 30-minute late start from Hammersmith because of problems with trains non-communicating from the sidings. An eastbound Metropolitan Line train suffered the same problem at Liverpool Street at 08.55, causing a further 20-minute delay, as did a westbound District Line train at Stepney Green at 13.45 causing another 25-minute delay. Just towards the end of the evening peak, points failing at Hainault from 18.50 suspended the Central Line between there and Leytonstone. A very limited service resumed at 20.05 with only one platform available at Hainault. However, because of the RMT strike, coupled with trains cancelled for no Train Operators, 24 trains were cancelled late at night. In consequence, the Night Tube service between Leytonstone and Hainault was cancelled with the remaining limited resources concentrating on providing a 30-minute Night Tube service between Loughton and Ealing Broadway. Train Operator cancellations reached 16 on the Jubilee Line (morning peak), 12 on the Northern Line (late evening) and 13 on the Piccadilly Line (evening peak). Station closures for no staff were Goodge Street (after 21.55) and Chancery Lane (after 22.30 and through Night Tube hours).

Chancery Lane station remained closed for a lack of staff (q.v.) until 07.35 on **Saturday 8 January**, closing again at 22.30 for the same reason. Other station closures were Chalk Farm (before 06.50) and Goodge Street (before 07.20). Borough station also closed from 20.00 to 20.55 but because of lift defects. The Central Line struggled at the extremes of the day because of the RMT strike, with 15 trains cancelled early morning and 20 late evening. The Northern, Piccadilly and Victoria lines hit double figures at times during the day. Eastbound trains non-stopped Acton Town from 20.25 to 20.50 while police dealt with and ejected a stropky passenger with an e-scooter.

The Central Line struggled with Train Operator cancellations during the change from Night Tube to daytime service on **Sunday 9 January**. During the day the Jubilee Line had ten trains cancelled during the evening, while the Northern Line varied between 13 and 16 trains cancelled all day. Stations closed for staff shortage were Chalk Farm (before 06.50), Goodge Street (before 06.55) and Chancery Lane (before 11.40 and after 19.30).

The Waterloo & City Line resumed to a three-train peak hours only service on **Monday 10 January**. The Northern Line was suspended between Camden Town and Morden from 18.25 because of signalling problems between Oval and Stockwell. It took three trains in restricted manual mode to clear the failure, the second in the queue being stalled in section until 18.55. Services resumed at 19.20. Borough station closed from 20.50 until 23.00 because of lift defects. An additional Down Chiltern train was held at Harrow-on-the-Hill at 00.25, having been diverted via the Met. because of engineering work on the High Wycombe route. Being an extra train after the last normal service, a special 'line clear'

procedure was implemented, with the last northbound train to Amersham being held at Moor Park from 00.40 along with the last Watford and Chesham trains in platforms to the rear. Once the 'line clear' had been authorised and the Chiltern train continued on its way, the last Amersham train departed Moor Park at 01.35 with the Watford and Amersham trains close behind. Apart from the Waterloo & City Line, all lines had cancellations for no Train Operators to a greater or lesser degree, the Northern Line reaching 14 and Victoria Line 20, with the latter having a special service from 15.00.

Tuesday 11 January may be summarised thus:

1. District and Circle lines suspended through Bayswater 08.40 to 09.20 – person trackside.
2. An injured swan near Alperton caused two separate delays to the Piccadilly Line's Rayners Lane branch, first at 09.30 for 15 minutes and then at 11.15 for 25 minutes.
3. Central Line suspended Leytonstone – Woodford via Newbury Park 09.45 to 11.00 – inner rail train gapped off current entering the depot,
4. Northern Line suspended north of Finchley Central 15.10 to 16.00 – points failure at High Barnet One northbound train was stalled approaching High Barnet until 15.35.
5. 25-minute delay southbound at Old Street from 18.00 – passenger ill on a train.
6. Only the Victoria Line suffered from a notable lack of Train Operators, with a special service from 15.10 and 18 trains cancelled in the evening peak.
7. Regent's Park station closed 17.40 to 18.30 – lift defects.
8. A points failure at Waterloo caused the Waterloo & City Line to have two cancellations out of three at the run-down and closure of the evening peak service
9. Bakerloo Line suspended south of Lambeth North from 19.45 to 21.10 – points failure at Elephant & Castle. One southbound train was stalled approaching the terminus until 20.10.

There were no notable service delays or station closures on **Wednesday 12 January** and the only line to suffer from significant Train Operator cancellations was the Victoria Line on the late shift with 18 trains cancelled and the usual special service, implemented from 15.00. On-going points problems at Waterloo affected the start and finish of the Waterloo & City Line, with one train having to start and stable at Bank.

The only notable incident on **Thursday 13 January** was the on-going intermittent points failure at Hainault, which began from the start of traffic with platform 3 out of use. This resulted in a reduced service on the outer rail (westbound) but from 14.00 the Hainault – Woodford shuttle service was cancelled and instead selected through trains worked round the northern part of the loop. A signal failure on the westbound local between Chiswick Park and Acton Town delayed the Ealing branch of the District Line from 17.25, trains continuing under failure conditions until the end of traffic.

Friday 14 January kicked off with a signal failure at Rayners Lane from 07.30, suspending the Metropolitan and Piccadilly lines through the area. To clear stalled trains, Piccadilly Line trains on the Uxbridge branch were routed back into the siding at Rayners Lane and then ran via platform 1 (westbound) to return east. The Metropolitan Line resumed at 08.10 and the Piccadilly Line at 08.45. A signalling problem on the northbound at Warren Street from 12.00 initially caused delays for the Northern Line, but the service was suspended on the northbound via Charing Cross and also to and from Battersea Power Station from 12.45. This changed to be between Charing Cross and Camden Town northbound from 13.30, with services fully resuming from 14.20. A person under a southbound train at Mornington Crescent suspended the Northern Line between Camden Town and Battersea Power Station from 20.25 until 21.25, with Mornington Crescent station reopening at 21.55 – 20 trains were cancelled in consequence. A platform edge door defect on the eastbound at Waterloo suspended the Jubilee Line on the extension from 23.20 until 23.55, with one eastbound train stalled on the approach to Waterloo for the duration. The continuing RMT strike at weekends continued to affect the Central Line, with reduced services from late evening and 18 trains cancelled. Continuing points defects at Waterloo required two trains to outstable at Bank for the weekend. Night Tube on the Central Line managed a 30-minute service between Hainault and Ealing Broadway.

A Hammersmith & City Line train entering service from Triangle Sidings at 05.25 on **Saturday 15 January** became gapped off current, suspending the District Line between Earl's Court and Edgware Road. Once rail gap jumper leads had been deployed the stalled train moved, services resumed at 07.10. The Victoria Line operated a reduced 20-train service throughout the day, this being because of a shortage of control room staff. The Central Line was again affected by the RMT Night Tube dispute, with 25 trains cancelled towards the close of traffic.

As with previous weekend start-ups and because of the RMT on-going strike, the Central Line had a poor start to the service on **Sunday 16 January** with 11 trains still cancelled mid-morning. Station closures for a lack of staff were Southwark (from 18.30) and Temple (from 20.40), both until the end of traffic. (Stepney Green also closed from 21.00 to 21.40 while station staff had to ride with a defective eastbound District Line train). It will be recalled that the District Line from Richmond always starts later than the rest of the line on a Sunday, the first departure being 07.22, but on this occasion because of weekend engineering work, an earlier start was scheduled from Gunnersbury to populate the eastbound service because there was no access from Ealing Common Depot. However, because of a late finish to engineering work at Gunnersbury, the service began 50 minutes late. A defective westbound train at South Ruislip at 10.05 suspended the Central Line west of Northolt until 10.40.

The only station closed for a lack of staff on **Monday 17 January** was Southwark, which opened for business at 07.10. An ongoing points failure in Highgate Sidings delayed the start of the northbound Northern Line from East Finchley by an hour. The Northern Line was in trouble again at 08.15 with the service north of Colindale suspended until 08.50 because of a signalling problem at Edgware, with platform 1 out of use for the rest of the day. A Network Rail signal failure at South Kenton from 16.40 delayed the Bakerloo Line, with the service north of Stonebridge Park suspended from 17.25 until 21.10. A further Network Rail signal failure, this time at Richmond, suspended the District Line's Richmond branch from 18.10 to 20.00. A signal failure eastbound at Bethnal Green set the Central Line into 'severe delays' mode with trains working through under failure conditions from 22.45 until the end of traffic.

On **Tuesday 18 January**, track circuit failures north of Rickmansworth from the start of traffic saw no service north thereof until 06.20. A (continuing) defect on points at Waterloo saw the Waterloo & City Line suspended from the start of traffic until 07.35 and again from 15.40 to 18.15. A train radio failure in the Kensal Green area necessitated southbound Bakerloo Line trains running empty between Kensal Green and Queen's Park from 08.35 until 10.10. An eastbound Central Line train, having run empty from Tottenham Court Road with a positive traction earth, stalled at Snaresbrook at 18.15, with smoke from underneath it, with services being suspended between Leytonstone and Loughton, amended from 19.45 to be between Leytonstone and Woodford. To maintain a service on the core section, the West Ruislip branch was served by a four-train shuttle to and from North Acton. A collapsed wheel bearing was diagnosed and at 20.50 the train departed in restricted manual to Hainault Depot, arriving at 22.20, with services then resuming with 18 trains cancelled and 'delays' until the end of traffic.

A signal failure at Rayners Lane from 14.20 on **Wednesday 19 January** resulted in Piccadilly Line trains being suspended west of South Harrow, with Metropolitan Line trains working through under failure conditions. The Piccadilly Line resumed at 15.15 but with Rayners Lane trains being short-tripped at South Harrow. Both lines were suspended through the area from 16.10 until 16.35 with Rayners Lane trains turned short at South Harrow until 20.30. Pimlico station closed from 22.45 because of insufficient staff while Bank and Monument closed from 23.55 to 00.20 because of a fire alarm activation.

Thursday 20 January was as follows:

1. Pimlico station remained closed until 06.50 – lack of staff.
2. Northern Line suspended Morden – Stockwell 11.10 to 12.20 – person under a northbound train at Tooting Broadway.
3. Northern Line suspended Morden – Camden Town from 22.25 to 22.55 – person ill on a northbound train at Warren Street. This was followed by non-communicating northbound train at Mornington Crescent at 23.10, suspending services again until 23.55. During the second incident, five trains were stalled between stations for between 25 and 45 minutes.
4. Piccadilly Line suspended east of Acton Town 22.45 to 23.30 – track fire at King's Cross eastbound.

Friday 21 January began with a signal failure on the southbound fast approaching Wembley Park on the Metropolitan Line from 07.00. Two trains were stalled, one until 07.25, the other until 08.15. Southbound all-stations local trains continued to operate but delayed, having to accommodate the extra trains that were originally due to run via the southbound fast. The District Line's Richmond service was suspended from 23.50 until the close of traffic because of a Network Rail points failure at Richmond. One train stalled approaching Richmond was authorised to return to Gunnersbury and thence across the crossover eastbound. The Victoria Line was suspended north of Seven Sisters from 02.50 to 03.50 while repairs to points were effected, following a failure there earlier in the day.

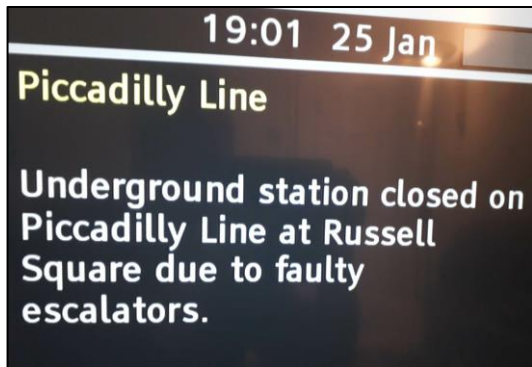
Saturday 22 January offered the following:

1. 45-minute late start-up of northbound Northern Line from Morden – late finish to engineering work.

2. Northern Line suspended Stockwell – Morden 10.55 to 11.45 – defective southbound train at Tooting Broadway.
3. Covent Garden station closed 14.15 to 15.25 – suspicious item.
4. Jubilee Line suspended Waterloo – Finchley Road 19.30 to 20.40 – defective train approaching Bond Street. The train was subsequently worked empty to West Hampstead siding.
5. Central Line suspended Leytonstone – Hainault at 24.00 – train gapped off current entering Hainault Depot. The line was already at ‘special service’ status because of the RMT strike and resumed at 01.15 to a limited 30-minute Night Tube service.

The Central Line had a disrupted start to daytime services on **Sunday 23 January** because of the transition from a sparse Night Tube service. Canary Wharf station closed from 15.00 to 16.35 because of a fire alarm activation. The Piccadilly Line was suspended west of Ruislip from 16.45 to 17.30 because of a roofing problem on platform 1 at Uxbridge. Tufnell Park station closed from 22.05 and Temple from 22.30, both until the end of traffic because of no staff available. Last trains routed out of turn at South Kensington resulted in a re-arrangement of last District and Circle Line trains for safety reasons. The affected trains ended up between 60 and 90 minutes late.

On **Monday 24 January**, Tufnell Park station remained closed until 06.50 (lack of staff), while a signal failure westbound at Upton Park from 08.05 caused delays to both SSR services initially, with the Hammersmith & City Line being suspended east of Moorgate from 08.30 until fixed at 10.20. There were no other notable excursions from the norm.



Tuesday 25 January began with a signal failure on the eastbound Piccadilly Line at Hammersmith from 05.25. The service was suspended between Acton Town and Green Park from 06.20 to 07.05 while repairs were undertaken – 12 trains were cancelled in consequence. Russell Square station closed from 14.10 to 16.40 because of lift defects and not as shown (*Left*) at 19.01 and certainly not because of defective escalators! A Network Rail points failure at Stonebridge Park suspended the Bakerloo Line north of Queen’s Park from 19.35 until 20.15 and again from 21.00 to 21.50.

Apart from a 25-minute delay southbound at Charing Cross on the Bakerloo Line from 20.25 because of a passenger altercation, there was nothing out of the ordinary to note for **Wednesday 26 January**.

Thursday 27 January was similar, with the only blot on the landscape being a 30-minute suspension of the Northern Line south of Kennington from 17.40 because of a track fire at Stockwell.

Five Central Line trains sustained broken windows during the afternoon in the East Acton area on **Friday 28 January** and had to be taken out of service. A person reported trackside east of Acton Town brought the District and Piccadilly lines to a stand from 19.30 until 20.00. Last trains in the Wembley Park area on both lines were delayed for 35 minutes from 00.40 because of a person trackside, who was apprehended by the police. A limited Night Tube service operated on the Central Line because of the continuing RMT dispute.

On **Saturday 29 January** problems with a defective engineer’s train at South Harrow required for the possession at Acton Town, caused the suspension of the Circle Line, District Line west of South Kensington and the Piccadilly Line between Northfields all from the start of traffic. The Circle Line began at 06.00, the other two lines at 07.50. Also from the start of traffic, Goodge Street remained closed until 09.10 because of a defect with station equipment. The Central Line also suffered from ‘severe delays’ early morning and late at night because of the continuing RMT industrial action (q.v.). A defective London Overground train at Harrow & Wealdstone with defective shoegear suspended the Bakerloo Line north of Stonebridge Park from 12.50 until 15.30. The District Line was suspended east of Barking from 15.40 because of a loss of signal main current between Hornchurch and Upminster. Services resumed at 19.35. A smoke detector activation in the Crossrail area of Moorgate caused the station to close from 21.30 to 22.00 with Northern Line trains running empty to and from Old Street and SSR services non-stopping.

To be continued in next issue ...