

# THE UNDERGROUND (DIARY) AND THE CORONAVIRUS

## SEPTEMBER 2020 (Continued)

On **Wednesday 30 September**, the Central Line was in trouble from 07.30 with a person under an eastbound train at Bank, suspending the service between Marble Arch and Liverpool Street until 08.40 – 26 trains were cancelled in consequence. *(This was in addition to the service adjustments taking place because of the [second] rectifier problem at Newbury Park, with diversions around the northern section of the Hainault loop).* A tree across the track just 'north' of Hainault suspended the Central Line between Hainault and Woodford from 13.25 until 14.10. A signal failure on the northbound local line approaching Northwood suspended the Metropolitan Line between Harrow and Watford from 18.05 to 18.55 and again from 20.25 to 20.55. During the failure period, Amersham and Chesham trains were diverted via the north- and southbound main lines. A Network Rail signal failure at Southfields from 19.30 initially resulted in a reduced District Line service to and from Wimbledon, but was suspended west of Parsons Green from 20.10 to 21.15 while Network Rail engineers effected repairs. Hyde Park Corner station closed at 22.15 until the end of traffic because of insufficient staff. At 22.25, a loss of signalling control between Embankment and Tower Hill suspended the District Line between Earl's Court and Whitechapel, the Hammersmith & City Line east of Moorgate and the Circle Line in its entirety, all through to the close of traffic. Some 15 trains were in the affected area of which five were stalled between stations, eventually reaching platforms between 23.30 and 23.55. Signalling was restored at 01.05 and the 15 empty trains worked to their respective stabling points.

## OCTOBER 2020

The Central Line service returned to normal operations on **Thursday 1 October** with the second rectifier problem having been resolved. Hyde Park Corner station remained closed from the start of traffic because of insufficient staff, opening for business at 06.40. *(It closed again at 22.15 until the end of traffic for the same reason).* Westminster station closed at 21.05 while a member of staff was required to accompany a westbound District Line Train Operator following a passenger incident. The station reopened at 21.50. A Network Rail signal failure at South Kenton at 21.20 suspended the Bakerloo Line north of Stonebridge Park until 21.50 and again from 22.40 to 23.15.

The RMT union suspended strike action scheduled for service control staff on **Friday 2 October** on the Victoria Line "... after a significant breakthrough in talks aimed at addressing the central issues that led to the breakdown in industrial relations ... Members in Victoria Line service control delivered a magnificent unanimous vote for action which has been instrumental in forcing management to take our issues seriously". Hyde Park Corner station remained closed from the start of traffic until 06.30 because of insufficient staff. Also at the start of traffic, a signalling problem in Lillie Bridge Depot trapped ten trains in the depot until the fault was fixed. However, a further seven trains were cancelled because of the ongoing problems with defective stock. An inner rail Central Line train suffered a braking defect at Chigwell at 05.50, suspending the service between Hainault and Woodford on the inner rail. The train was eventually moved to Woodford and back to Hainault Depot, enabling services to resume at 07.05. A tree across the track at South Kenton was struck by an Up London Overground train, this suspending the Bakerloo Line north of Queen's Park from 08.30 to 10.25. A signal failure at Watford South Junction from 15.10 suspended the Metropolitan Line between Northwood and Watford, with Amersham and Chesham trains diverted via the 'main' lines. The service suspension widened to include Harrow to Northwood as well from 16.15, with services resuming under clear signals at 16.45.

Stepney Green station's hours of opening were changed to be 07.00 to 22.30 daily from **Saturday 3 October**. Operationally, the day began with a signal failure at White City, trapping the trains that were stabled in White City Sidings. Services began at 05.45 once trains filtered through from Ruislip and from the east end of the line, with the Ealing Broadway branch starting up at 06.00. The net effect was that 11 trains were cancelled and it wasn't until 07.50 that the fault was fixed. A northbound Bakerloo Line train, entering service from the South Shed at Queen's Park at 06.05, stalled entering the station, suspending the service north of Paddington until 07.05. One northbound train was stalled between Kilburn Park and Queen's Park for the duration. A signal failure on the eastbound approach to Earl's Court from 07.00 suspended the Olympia branch. Moreover, services to Ealing and Richmond were delayed during the investigation process but were then suspended from 12.00 until 13.45. Points failing at Whitechapel at 14.40 suspended the District Line east of Tower Hill, the Hammersmith & City Line east of Moorgate and the Circle Line in its entirety. Four eastbound trains were stalled between stations and didn't reach platforms until between 16.05 and 16.30. The District Line resumed at 16.40, the Hammersmith & City and Circle lines at 17.45. The combination of both District Line incidents meant

that some 25 trains were cancelled at various times throughout the day with District Line services never fully recovering and a 'special service' implemented as follows:

- 12 trains Upminster – Richmond
- 2 trains Upminster – East Ham (shuttle)
- 8 trains Wimbledon – Edgware Road
- 6 trains Ealing Broadway – High Street
- 3 trains Wimbledon – Tower Hill

Earlier in the day at 09.25, Ruislip Manor station closed because of flooding from the heavy rain (always a favourite to close under such circumstances) and remained so for the rest of the day. The last eastbound Hammersmith & City Line train to Barking

was delayed for 50 minutes at Liverpool Street from 00.30 because of a points failure at Aldgate.



Both Charing Cross and Borough stations open throughout each day from **Sunday 4 October**. Ruislip Manor station remained closed because of flooding, opening for business at 17.20. A points failure on the eastbound approach to Earl's Court from 06.55 suspended the Olympia service until 09.40. The Northern Line suffered cancellations because of defective stock, peaking at 13 during the afternoon.

*Left: Taken during dry weather, the dip in the road under the bridge shows how easily the area can flood, which often affects the station entrance and ticket hall, thus causing the station to be closed for periods of time.*

**Photo: Ian Grainger**

Chalk Farm station's opening hours changed to be 07.00 to 23.00 Monday to Friday only from **Monday 5 October**. At 08.00, a person under a southbound Victoria Line train at Finsbury Park suspended the service north of King's Cross. Two southbound trains were stalled between Seven Sisters and Finsbury Park, the second being authorised back to Seven Sisters by 08.30 but the first train remained for the duration. Services resumed at 08.55. Finsbury Park station was closed to both lines throughout. A southbound Metropolitan Line train became non-communicating (with the new signalling system) at Finchley Road at 16.40, causing a 25-minute delay, with one train stalled to the rear for the duration and six trains cancelled in consequence. A 20-minute delay occurred in Barking Sidings at 17.40 because of a SPAD by a westbound Hammersmith & City Line train, also delaying the District Line by the same amount. Lines suffering from a lack of serviceable trains in one or other of the peaks included Central Line (6 trains cancelled) Jubilee Line (7) and Northern Line (10).

**Tuesday 6 October** was thus:

- District Line suspended South Kensington – Whitechapel and Circle Line suspended via the District Line side from the start of traffic – defect reported with the tunnel structure just west of Mansion House. Services began at 06.10 after the completion of repairs.
- St. Paul's station closed 14.55 to 16.30 – gas leak close by the station.
- Southbound City branch of the Northern Line suspended from 16.50 – defective train at Angel. The train moved at 17.55 in restricted manual to Old Street and reached Oval at 18.35, enabling a limited southbound City service to resume, but suspended south of Kennington. Being unable to reverse south to north at Stockwell, it continued in restricted manual to Morden, arriving in depot at 20.00, enabling services to resume at 20.10. During the initial suspension, one southbound train was stalled approaching Angel until 17.55.
- Tufnell Park station closed 17.40 to 18.10 and 20.15 to 21.45 – lift defects.
- Embankment station closed 20.45 to 21.15 – water ingress activated a fire alarm.

On **Wednesday 7 October**, a northbound Bakerloo Line train stalled entering the siding at Harrow & Wealdstone at 08.15, suspending the service north of Stonebridge Park until 09.50. The offending train was worked empty to Stonebridge Park Depot, having had to be propelled from the rear cab. Northbound Bakerloo Line trains non-stopped Piccadilly Circus from 23.10 until 00.20 at the request of the police. Kew Gardens station also closed at police request from 23.50 until the end of traffic because of an incident close to the station. Just before midnight, a track circuit failure at Aldgate brought the Metropolitan, Circle and Hammersmith & City Line services to a stand. Two trains were stalled between stations – one on the eastbound approach to Aldgate, which was authorised to return to Liverpool Street,

and one approaching Liverpool Street westbound, which reached the platform at 00.45. With the failure fixed at 01.05, the delayed trains effectively ran back to their stabling points at the close of traffic.

A person under an eastbound train at Wood Green at 16.50 suspended the Piccadilly Line between King's Cross and Arnos Grove until 17.50 on **Thursday 8 October**. A total of 25 trains were cancelled in consequence. Passenger action at Perivale brought the eastbound Central Line to a stand (between West Ruislip and North Acton) between 17.50 and 18.15. *One unusual incident occurred earlier in the day, which didn't involve a delay to the train service. This occurred at 10.50 when a boat on the Grand Union Canal became stuck under the Piccadilly Line bridge just west of Boston Manor, reportedly because of a build-up of debris in the canal.*

On **Friday 9 October**, Tufnell Park station remained closed (at 07.00) because of lift defects, opening for business at 08.10. A westbound Jubilee Line train stalled between Waterloo and Westminster at 11.45, suspending the service between Stratford and Finchley Road. The train eventually reached Green Park at 12.25 and was then authorised to return south on the northbound line to Charing Cross, with services resuming at 12.40. The Jubilee Line was in trouble later in the day with trains becoming 'non-communicating' north of Wembley Park from 19.15. Services were suspended between Wembley Park and Stanmore from 19.35 and through to 22.55. A total of 22 trains were cancelled right through to the close of traffic. A defective London Overground train stalled entering the bay platform at Willesden Junction at 23.10, causing the Bakerloo Line to be suspended north of Queen's Park until midnight. One train was stalled between Kensal Green and Willesden Junction for the duration.

On **Saturday 10 October**, Tufnell Park station's hours of operation were changed to be daily and throughout the traffic day. A signal failure at Earl's Court at 07.45 suspended the District Line's Wimbledon branch until 08.25. A SPAD by a southbound Metropolitan Line train departing Harrow-on-the-Hill at 10.25 caused a 20-minute delay while the train was authorised to set back into the platform. A signal failure at West Ham at 20.40 suspended the Jubilee Line east of North Greenwich until 21.20. Two trains were stalled approaching West Ham, one on each road, for the duration. A track circuit failure south of Croxley prevented movement to and from the Watford branch from 21.55, suspending the service between Northwood and Watford. One northbound train, stalled at the Watford South Junction home signal was authorised to return to Moor Park, arriving at 22.20. Soon after the fault was thought to have been fixed, another failure occurred, prolonging the suspension until 23.25. An altercation between a number of passengers at Green Park caused the station to close at 23.00 while police investigations took place. The Jubilee and Victoria lines reopened at midnight but the Piccadilly Line side remained closed until the end of traffic.

**Sunday 11 October** was uneventful until 12.00 when Hammersmith (District and Piccadilly) station closed for 20 minutes because of an evacuation exercise. At 14.50, a signal failure at Harrow-on-the-Hill suspended not only the Metropolitan Line in the area but also the Piccadilly Line west of South Harrow because of the number of trains trapped on the Uxbridge branch. Although the fault was fixed by 15.15, the incident train was gapped off current, requiring the deployment of rail gap jumper leads, eventually reaching the station at 16.05. Two other trains were stalled for the duration, one south of North Harrow and one south of West Harrow. Services on both lines resumed at 16.25. Green Park station closed from 20.35 until 21.05 because of smoke issuing from a northbound Jubilee Line train, which was taken out of service after a 15-minute delay.

On **Monday 12 October**, a southbound Metropolitan Line train stalled approaching Baker Street, suspending services south of Wembley Park. Services resumed at 06.30 once the train had berthed at Baker Street. Eight trains were cancelled in consequence. At 11.20, an eastbound Hammersmith & City Line train stalled approaching Shepherd's Bush Market, suspending the service on the Hammersmith branch. It was worked forward in restricted manual mode, reaching Edgware Road at 12.25. There it was changed over onto a District Line working and continued westbound, gaining normal tripcock operation at Paddington. Oval station closed at 21.15 until the end of traffic because of escalator defects. Just before the close of traffic at 00.40, a person went walkabout on the track at Seven Sisters, bringing all remaining trains on both roads to a stand. The person surfaced at Tottenham Hale and was apprehended by the police. Services resumed at 01.05.

For the second day running, the west (Palmer Street) end to St. James's Park station remained closed because of insufficient staff on **Tuesday 13 October**. The east end to Aldgate East continues to remain closed, as it has been since March. There were two incidents on the Piccadilly Line at Heathrow, both of which saw the service suspended between T2,3 and T5. First was passenger action at the latter, with services suspended from 14.20 to 15.00, with one westbound train stalled approaching T5 for the duration. Later in the day, a person ill on an eastbound train at T2,3 suspended the service once again from 19.40 to 20.10.

**Wednesday 14 October** began with a track circuit failure on the westbound between Bounds Green and Wood Green from the start of traffic, which developed into a multiple signal failure. Services were suspended between Arnos Grove and King's Cross from 05.40 until 06.20 when clear signals were obtained. However, the failure reoccurred at 07.00 and the failure continued intermittently with services being held as necessary for track access the last from 10.15 to 10.45 when a fix was finally successful. A total of 30 trains were cancelled for the morning peak. A defective Metropolitan Line train stalled entering Baker Street from the City at 16.30, causing a 20-minute delay to the SSR services through the area.

Points failing on the southbound at Camden Town from 06.45 on **Thursday 15 October** caused a 15-minute delay for Northern Line trains from the Edgware branch, with two trains stalled between Chalk Farm and Camden Town for the duration. Until the fault was fixed at 07.30, southbound services were segregated – via Charing Cross from Barnet and via the City from Edgware. Southbound Northern Line trains non-stopped Tooting Bec from 12.50 until 13.10 because of a person ill on the platform. Points failing on the westbound at Leytonstone from 21.40 suspended the Central Line through the area until 22.35. Three trains were stalled approaching Leytonstone, one for 25 minutes, the other two throughout.

Three stations were late opening at the start of traffic on **Friday 16 October** because of insufficient staff. Gants Hill, Wood Green and Regent's Park opened at 05.35, 05.50 and 06.15 respectively. At 15.00, a signal failure on the eastbound at Westminster set the District and Circle lines into 'severe delays' mode.



The inner rail Circle Line was suspended at 16.05, the outer rail from 16.45 with District Line services held for track access purposes. Later, the District Line was suspended between Earl's Court and Whitechapel from 17.00 for 20 minutes and again from 18.35 until 19.15. Services then resumed to clear signals with the Circle Line back on timetable by late-evening but the District Line never did fully recover with ten trains cancelled until the end of traffic. A person trackside on the northbound at Stockwell at 23.50 caused a 20-minute delay to the Northern Line. At 00.50 car 91121 of a Central Line train stabling in Ruislip Depot became derailed (Left).

**Photo: LURS Collection**

On **Saturday 17 October**, Waterloo LU station closed from 07.35 because of a fire alarm activation, reopening at 08.15. A track fire just north of Charing Cross at 13.30 suspended the Bakerloo Line south of Paddington with Northern Line trains non-stopping. Services resumed at 14.35 with eight trains cancelled in consequence. Further to the derailment in Ruislip Depot (q.v.), three trains were cancelled from the depot during the morning because of being 'blocked in' and off traction current.

Chalk Farm and Hampstead stations reverted to normal daily opening times from **Sunday 18 October**. In the evening there was one station closure and one part closure, both for non-weather related flooding. These were Stonebridge Park (northbound from 15.30 until 17.00 and Holloway Road from 16.55 to 21.00.

On **Monday 19 October**, a defective train between Stanmore and Canons Park suspended the Jubilee Line north of Wembley Park from 07.30 until 07.55. There was nothing further to note.

Two separate incidents within a short space of time caused problems on the Victoria Line on **Tuesday 20 October**. First was at Victoria with a train with a door defect at 06.40 and then an emergency stop plunger operated at Warren Street northbound ten minutes later. The combination of both incidents led to an overall 20-minute delay. A Network Rail signal failure at Richmond at 09.55 suspended the District Line west of Gunnersbury until 11.15. Harrow-on-the-Hill station closed at 11.30 because of a serious passenger assault. The inability for train crew reliefs to take place caused delays on the Metropolitan Line and resulted in 12 trains being cancelled. The station reopened at 15.00, although train staff had been allowed back in the station some time previously.

Victoria LU station closed at 08.35 on **Wednesday 21 October** because of a fire alarm activation, reopening at 09.00. Queensway station closed at 16.25 because of a gas leak close by the station, reopening after repairs at 19.50.

On **Thursday 22 October**, points failing at Camden Town at 16.40 resulted in the southbound Northern Line service being segregated after an initial 10-minute delay, with trains from Barnet via Charing Cross and Edgware trains via the City. Services were brought to a stand in the area from 17.45 to 18.10 while engineers went trackside to investigate. However, the segregated service continued until the end of traffic. King's Cross LU station closed at 23.25 until 00.30 because of a fire alarm activation. Holloway Road station closed early at 00.30 because of a faulty fire alarm system.

An assault on a member of staff at Oakwood on **Friday 23 October** suspended the Piccadilly Line east of Arnos Grove from 12.45 to 13.15. One westbound train was stalled approaching the station throughout. A multiple signal failure in the Watford South Junction area from 16.25 suspended the Metropolitan Line north of Harrow-on-the-Hill through to 17.30. Three trains stalled between stations reached platforms within 25 minutes but a fourth remained stalled until 17.25. A lack of Train Operators on the Victoria Line resulted in ten trains being cancelled for the evening peak, although it was estimated that passenger levels were still under 40% of pre-Covid.

A person under an eastbound train at Queensway at 11.30 on **Saturday 24 October** suspended the Central Line, initially between White City and Liverpool Street but from 12.00 between White City and Marble Arch. Services resumed at 12.45 with 21 trains cancelled in consequence. A signal failure on the eastbound approach to Ealing Common at 13.45 suspended the District and Piccadilly lines through the area until 14.40. One eastbound Piccadilly Line train was stalled approaching Ealing Common throughout. Service recovery on the Piccadilly Line was protracted by the lack of Train Operators on the late shift, with 13 trains cancelled mid/late-evening.

Chancery Lane station opened on a daily basis from **Sunday 25 October** but only between 07.00 and 22.30. Having opened for the first train, North Greenwich station then closed after its departure at 05.25 because of a fire alarm activation, reopening at 06.10. Piccadilly Circus closed for the same reason for 25 minutes from 19.05.

Both Stepney Green and Temple stations were due to be open throughout each day from **Monday 26 October** but Temple opened late at 06.30 because of insufficient staff. The only notable incident was the suspension of the District Line's Wimbledon branch from 10.55 until 11.45 because of a signal failure on the eastbound at Parsons Green. One train was stalled on the approach for the duration.



*Left: Poppy roundels were introduced from late-October to commemorate Remembrance Day, being applied at nine Underground stations, 14 Overground stations and on trains, as well as at other TfL locations.*

**Photo: Theresa Nice**

There was nothing to note for **Tuesday 27 October** other than Goodge Street station closing at 22.55 until the end of traffic because of insufficient staff.

On **Wednesday 28 October**, points failing at Cockfosters from 05.20 suspended the Piccadilly Line east of Arnos Grove until 06.15, while points failing at Parsons Green suspended the Wimbledon branch of the District Line from 05.40 until 06.05. The only other incident was a defective northbound Jubilee Line train at Bond Street at 08.55, causing an initial 25-minute delay and a further 15-minute delay on the return trip on the eastbound at Southwark from 10.05.

Three consecutive defective Jubilee Line trains at Stratford from 07.25 on **Thursday 29 October** caused a 25-minute gap through the westbound road. Southbound Victoria Line trains non-stopped Seven Sisters from 20.25 until 23.35 because of a passenger altercation.

**Friday 30 October** was uneventful until 13.05 when a signal failure on the eastbound at Whitechapel brought the District and Hammersmith & City lines to a stand. Trains then continued under failure conditions until fixed at 14.10 but shortly after at 14.25, a track circuit failure at Aldgate East suspended the two lines through the area, along with the inner rail Circle Line. Two eastbound trains were stalled between Tower Hill and Aldgate East, reaching the latter in turn at 15.20 and 15.25. Services resumed at 15.30 with 14 trains cancelled. A SPAD by an outer rail Circle Line train departing Gloucester at 22.40 then suspended both District and Circle Line services through the area. The incident train was set back

into the platform and after a further 20-minute delay because of a defect, services resumed at 23.30. In the meanwhile, Tufnell Park station closed at 23.00 until the end of traffic because of insufficient staff.

**Saturday 31 October** was thus:

- Repeat signal failure at Whitechapel from 09.05 with a 35-minute suspension through the area from 10.35.
- Tufnell Park station remained closed until 07.00 – insufficient staff.
- Piccadilly Line suspended west of Rayners Lane 10.00 to 14.00 – poor railhead conditions.
- Golders Green station closed 10.45 to 1.10 – fire alarm activated.
- 25-minute delay Mornington Crescent southbound from 12.45 – passenger ill on train.
- Lack of train staff on most lines meant that there were a number of cancellations throughout the day, especially on the late shift, with the Victoria Line implementing an end-to-end special service.

## **CORONAVIRUS – LONG-TERM SERVICE CHANGES AND STATION CLOSURES**

The following is a summary of all the station closures and reopenings (to date), along with time restrictions as a result of Covid-19 including those that may have been missed in the reporting process.

### **TRAIN SERVICES:**

- Friday 20.03.2020 – Waterloo & City Line closed (last operated Thursday 19.03.2020).
- Friday night 20.03.2020 – No Night Tube and Night London Overground (last operated Saturday/Sunday 14/15.03.2020).
- Saturday 21.03.2020 – Circle Line service withdrawn.
- Monday 23.03.2020 – Olympia regularly served by District Line Mondays to Fridays on ad-hoc timetable.
- Saturday 28.03.2020 – Piccadilly Line suspended Rayners Lane – Uxbridge (apart from the overnight stabler and early morning start).
- Monday 30.03.2020 – Prince Regent DLR closed for Nightingale Hospital. Reopened Monday 11.05.2020.
- Saturday 09.05.2020 – Heathrow Terminal 4 closed. Loop remains in use for operational purposes.
- Monday 18.05.2020 – Circle Line resumed to all-round pattern.
- Monday 18.05.2020 – No District Line to Olympia Mondays to Fridays apart from early morning start-ups.
- Monday 18.05.2020 – Piccadilly Line resumed regular running Rayners Lane – Uxbridge.
- Saturday 13.06.2020 – Circle Line reverts to its 'pan-handle' service pattern.

### **UNDERGROUND STATION CLOSURES:**

Lambeth North, St. John's Wood and Tooting Bec stations were originally earmarked for closure but in the end remained open.

### **ACTUAL STATION CLOSURES:**

Note ✖✖ Station remaining on restricted hours as this issue closed for press.

<b>CLOSED</b>	<b>STATION</b>	<b>REOPENED</b>	<b>NOTES</b>
19.03.2020	Arsenal	{ 13.07.2020 06.09.2020	07.00 to 19.00 MF only Normal hours daily
19.03.2020	Barbican	08.06.2020	Normal hours daily
19.03.2020	Borough	{ 23.08.2020 04.10.2020	07.00 to 19.00 daily Normal hours daily
19.03.2020	Bounds Green	18.05.2020	Normal hours daily
19.03.2020	Bow Road	18.05.2020	Normal hours daily
19.03.2020	Caledonian Road	08.06.2020	Normal hours daily
19.03.2020	Covent Garden	{ 24.08.2020 06.09.2020 14.09.2020	07.00 to 19.00 MF and exit only Normal hours daily but exit only Normal hours daily
<b>CLOSED</b>	<b>STATION</b>	<b>REOPENED</b>	<b>NOTES</b>
19.03.2020	Goodge Street	{ 31.08.2020 27.09.2020 04.10.2020	07.00 to 19.00 MF only 07.00 to 19.00 daily Normal hours daily
19.03.2020	Hampstead	{ 13.07.2020 13.09.2020 18.10.2020	07.00 to 19.00 MF only 07.00 to 19.00 daily Normal hours daily
19.03.2020	Manor House	16.08.2020	Normal hours daily
20.03.2020	Bayswater	18.05.2020	Normal hours daily
20.03.2020	Chancery Lane	{ 15.06.2020 07.09.2020 12.09.2020 25.10.2020	07.00 to 19.00 MF only ✖✖ 07.00 to 22.30 MF 07.30 to 22.00 Saturday 07.00 to 22.30 daily
20.03.2020	Charing Cross	{ 10.08.2020	07.00 to 23.00 daily

		04.10.2020	Normal hours daily
20.03.2020	Great Portland Street	06.07.2020	Normal hours daily
20.03.2020	Holland Park	08.06.2020	Normal hours daily
20.03.2020	Hyde Park Corner	{ 13.07.2020 06.09.2020	07.00 to 19.00 MF only Normal hours daily
20.03.2020	Mansion House	18.05.2020	Normal hours daily
20.03.2020	Pimlico	18.05.2020	Normal hours daily
20.03.2020	Queensway	{ 06.07.2020 10.08.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Bermondsey	{ 15.06.2020 06.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Chalk Farm	{ 14.09.2020 05.10.2020 18.10.2020	07.00 to 19.00 MF only 07.00 to 23.00 MF only Normal hours daily
21.03.2020	Clapham South	{ 13.07.2020 07.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Gloucester Road	{ 06.07.2020 16.08.2020	07.00 to 23.00 daily Normal hours daily
21.03.2020	Kilburn Park	{ 13.07.2020 16.08.2020	07.00 to 23.00 daily Normal hours daily
21.03.2020	Lancaster Gate	{ 10.08.2020 06.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Mornington Crescent	08.06.2020	Normal hours daily
21.03.2020	Regent's Park	{ 27.07.2020 06.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	St. James's Park	{ 16.08.2020 14.09.2020	07.00 to 23.00 daily Normal hours daily
21.03.2020	Southwark	{ 13.07.2020 20.07.2020 23.08.2020	07.00 to 19.00 MF only 06.30 to 19.00 MF only Normal hours daily
21.03.2020	South Wimbledon	{ 17.08.2020 27.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Swiss Cottage	{ 13.07.2020 21.09.2020	07.00 to 19.00 MF only Normal hours daily
21.03.2020	Stepney Green	{ 01.09.2020 03.10.2020 26.10.2020	07.00 to 22.30 MF only 07.00 to 22.30 daily Normal hours daily
21.03.2020	Temple	{ 24.08.2020 28.09.2020 26.10.2020	07.00 to 19.00 MF only 07.00 to 23.00 MF only Normal hours daily
21.03.2020	Tufnell Park	{ 31.08.2020 10.10.2020	07.00 to 23.00 MF only Normal hours daily
21.03.2020	Warwick Avenue	18.05.2020	Normal hours daily
22.03.2020	Blackhorse Road	18.05.2020	Normal hours daily
24.03.2020	Redbridge	{ 06.07.2020 20.07.2020	07.00 to 19.00 MF only Normal hours daily
09.05.2020	Heathrow Terminal 4		Remains closed

This leaves Chancery Lane on restricted hours daily (estimated to be until mid-November), Heathrow Terminal 4 and the Waterloo & City Line both remaining closed.