

UNDERGROUND DIARY

APRIL 2025 (Continued)

The only notable event on **Saturday 26 April** was a signal failure on the approach to Watford from 14.20, suspending the service between there and Moor Park through to 20.55.

On **Sunday 27 April**, the District Line was suspended between Upminster and Barking from 06.50 until 07.35 because of a person trackside at Dagenham East. A defect with a platform edge door at London Bridge on the westbound caused a 25-minute delay on the Jubilee Line from 12.45, with three trains stalled between stations for the duration. There was a reduced service on the District Line's Wimbledon branch from 14.35 to 16.10 because of a Network Rail track circuit at East Putney. Stations closed for a lack of staff were Caledonian Road (06.00 to 06.50) and Goodge Street (06.25 to 16.10). A lack of Train Operators resulted in no Olympia service for much of the day, and in the evening no Bakerloo service north of Queen's Park, with just ten trains reported to be in service.

A signal failure on the westbound at Bethnal Green at 08.40 on **Monday 28 April** caused trains to work through under failure conditions with a resultant much reduced service, followed by a suspension between Leytonstone and Liverpool Street from 10.35 to 11.00 while the fault was fixed. Service recovery was then hampered by a points failure at West Ruislip, causing a further 25-minute delay from 12.45. Stations closed for a lack of staff were Swiss Cottage (before 06.15), Goodge Street (06.25 to 16.10) and Russell Square (before 07.10).

In the early hours of **Tuesday 29 April**, a collision involving two trains occurred in Northumberland Park Depot, causing damage to DMs 11052, 11035 and 11036. This, along with the incident involving 11024 on 26 March, makes three eight-car trains currently unavailable for service, the damaged cars on all three trains being highlighted **thus**:

11023-11024, 11035-11036 and 11051-11052.

Into the traffic day, a repeat points failure at West Ruislip suspended the Central Line west of Northolt from 06.35 to 07.20 which was followed by a train becoming gapped off current leaving the north end of Hainault Depot, suspending the Hainault – Woodford service from 07.25 to 07.55. There were two separate track fires at Finchley Central, both suspending the Northern Line north of Archway. The first was from 09.45 to 10.50 and then from 20.40 to 21.40. Two stations closed because of escalator defects, Shepherd's Bush from 16.50 to 18.30 and Blackhorse Road from 19.25 to 23.05. A non-communicating train combined with a platform edge door issue at Bermondsey caused a 25-minute delay on the eastbound from 22.00. The day ended with a points failure at Leytonstone at 00.05 for a westbound Central Line train, third from last. It was necessary for the train to be authorised back into the platform, by which time onward stations in the central area had closed and were below minimum staffing levels, so the train ran empty through the road to White City. Stations closed for a lack of staff were Goodge Street (06.25 to 16.10) and Russell Square (before 07.25).

Wednesday 30 April was thus:

- Stations closed for a lack of staff were Bethnal Green (06.55 to 07.25) and Angel (07.20 to 07.45).
- District Line's Richmond branch suspended from start of traffic until 06.30 – late finish to overnight Network Rail engineering work at Gunnersbury.
- Signalling problems at Royal Oak, SSR services suspended from 14.10 –
 - Edgware Road – Hammersmith: Circle and Hammersmith & City lines.
 - Baker Street – Aldgate: Metropolitan Line.
 - Edgware Road – High Street Kensington: District Line.Services on all lines resumed at 15.40.
- Blackhorse Road station closed from 17.10 to 18.10 – ongoing escalator defects.
- Jubilee Line suspended north of Wembley Park 18.30 to 19.05 – person trackside between Stanmore and Canons Park.

MAY 2025

Thursday 1 May began with a non-communicating southbound Metropolitan Line train at Finchley Road, suspending the service south of Wembley Park from 08.05 to 09.00. A signal failure on the northbound between Dollis Hill and Neasden followed at 09.25, bringing the whole of the Metropolitan Line to a stand. Priority was given to clearing the Metropolitan Line trains from the City but nonetheless five trains were stalled between stations on the northbound, variously until 09.55, 10.10, 10.15, 11.30 and 11.35. Services resumed at 11.35, except for the Uxbridge branch where passenger action at Hillingdon caused the service to remain suspended (including the Piccadilly Line west of South Harrow from 11.20) until 12.00. One eastbound Metropolitan Line train was stalled approaching Hillingdon until 11.55. The Jubilee Line was also suspended north of West Hampstead from 10.10 to 11.10 because of a track fire at Dollis Hill (believed to be unrelated to the Metropolitan Line's signal failure). A further track fire on the Jubilee Line at West Hampstead caused a further 30-minute suspension through the area from 14.05. While all this was going on, a repeat signal failure at Royal Oak had the same service implications as the previous day, with services being suspended from 09.30 to 10.35. A person trackside at Edgware Road at 17.45 suspended services as follows:

- Throughout: Circle and Hammersmith & City lines.
- Baker Street – Aldgate: Metropolitan Line.
- Edgware Road – High Street Kensington: District Line.

Three trains were stalled between stations until between 18.15 and 18.25, with services resuming at 18.30. The only station closed for a lack of staff was Russell Square which shut up shop at 22.15.

Friday 2 May was a bad day for the Metropolitan and Jubilee lines, beginning with a late finish to overnight work at the north end of Neasden Depot, preventing both lines from starting up in the Wembley Park area until 05.35, when a signal failure on the southbound at Wembley Park caused the Metropolitan Line to be suspended south of Harrow-on-the-Hill. One

southbound train stalled approaching Wembley Park was authorised to return to Preston Road, arriving at 06.20. The Metropolitan Line resumed at 08.20 but to Baker Street only to aid service recovery, only to be suspended again from 09.30 to 10.35. In consequence of the Metropolitan Line disruption, Harrow-on-the-Hill station closed to incoming passengers from 07.10 to 08.35. This was followed by a person under a northbound Jubilee Line train at Willesden Green at 12.15, suspending the Jubilee Line between West Hampstead and Wembley Park and the Metropolitan Line south of Wembley Park. The Metropolitan Line resumed at 13.00, by which time a stalled Jubilee Line train had reached Willesden Green, the Jubilee Line itself resuming at 13.15. All this was short-lived, because a track fire on the southbound Jubilee Line at Kilburn suspended services once again from 13.45 to 14.40.

Other events of the day included:

- Green Park station closed 10.10 to 10.45 – smoke reported in the ticket hall. (*An informed source suggests it was dust from work being carried out nearby that set off fire alarms*).
- District Line suspended to Ealing and Richmond 14.10 to 14.45 – passenger with leg trapped between platform and train westbound at Stamford Brook.
- SPAD by an eastbound train approaching Acton Town at 15.55. District Line to Ealing Broadway and Piccadilly Line to Rayners Lane and Uxbridge suspended until 16.45, with the incident train stalled approaching the station for the duration.
- Stations closed for a lack of staff were Goodge Street (06.20 to 10.20), Russell Square (before 06.45 and 22.30 to 23.25) and Chancery Lane (after 23.00 and through Night Tube)

The only station closure for a lack of staff on **Saturday 3 May** was Chancery Lane (through Night Tube until 07.25 and after 23.15 and through Night Tube). Elephant & Castle station closed at 06.15 because of a fire alarm activated, with Bakerloo Line trains running empty between Lambeth North and the terminus until clear at 08.20. A track fire at Stanmore suspended the Jubilee Line north of Wembley Park from 13.40 to 15.20. A further track fire at Golders Green caused a 30-minute suspension of the Northern Line's Edgware branch from 15.25 to 15.55.

Sunday 4 May was uneventful until 19.30, when a track circuit failure at Wembley Park suspended the Metropolitan Line south of Harrow-on-the-Hill. One stalled southbound train was authorised to return to Preston Road, arriving at 20.05. The service to Baker Street resumed at 20.45 and to the City at 21.30. With the Bakerloo Line suspended north of Queen's Park for Network Rail engineering work, a passenger ill on the northbound platform at Queen's Park necessitated trains running empty between there and Kilburn Park from 21.40 to 22.15. Stations closed for a lack of staff were Chancery Lane (through Night Tube and until 07.30) and Russell Square (18.30 to 22.55).

Stations closed for a lack of staff on **Bank Holiday Monday 5 May** were Hampstead (before 06.05) and Arsenal (06.10 to 11.35). A track fire at Rayners Lane at 14.20 suspended the Uxbridge branch of the Metropolitan Line and the Piccadilly Line west of South Harrow until 15.10. Two trains were stalled approaching the station, one for 25 minutes, the other for 30 minutes. A further track fire, at West Ham, suspended the District Line east of Tower Hill and the Hammersmith & City Line east of Moorgate, from 15.00 to 16.10.

Tuesday 6 May began with a late finish to overnight work at Wembley Park, meaning that the first southbound train was 30 minutes late departing. A further 20-minute delay occurred from 05.55 while points were secured. The blocking back of trains at various locations caused the Piccadilly Line to be suspended west of Rayners Lane for a period before the built up to the morning peak. Points failing at the converging junction on the eastbound between Chiswick Park and Turnham Green suspended the Richmond branch of the District Line from 12.30 until 13.55. A person under a westbound train at Great Portland Street at 14.55 suspended all three SSR services through the area along with the District Line east of High Street Kensington. Once clear, problems with a non-communicating train then ensued with services resuming at 16.00, apart from the Metropolitan Line into the City, which resumed at 16.30. Stations closed for a lack of staff were Caledonian Road (after 20.30), Goodge Street (after 22.15) and Russell Square (after 23.35).

On **Wednesday 7 May**, points failing at Seven Sisters from 05.30 resulted in trains being unable to enter service from Northumberland Park Depot, with a reduced service in consequence through the morning peak. The service was suspended north of Highbury & Islington from 11.15 to 11.45 while repairs were effected. A defective London Overground train at Richmond suspended the District Line's Richmond branch from 07.30 to 08.05 and then again from 09.45 to 10.20.

An overlength train of 1992 Tube Stock from the Central Line (destined for the test track) was unable to enter Northfields Depot at 11.10, suspending services on the Heathrow branch until 12.20 after points had been secured. One westbound train was stalled approaching South Ealing until 11.45. A fire alarm activated caused Hendon Central station to close from 14.50 to 15.30. Stations closed for a lack of staff were Russell Square (before 07.00), Goodge Street (before 07.05) and Bayswater (after 22.15).

Thursday 8 May was thus:

- Stations closed for a lack of staff were Bayswater (before 07.40) and Goodge Street (before 07.50).
- Track fire at Morden at 05.15 – Northern Line suspended Morden to Stockwell northbound until 06.20.
- Multiple track circuit failure on both roads at Manor House from 09.15 caused severe delays to the Piccadilly Line until clear at 10.35. Service recovery was hampered by a track fire at Acton Town at 13.45 which suspended the Piccadilly Line's Uxbridge service and also the District Line to Ealing Broadway, both until 14.25. At the same time, a 25-minute delay occurred westbound at Bounds Green because of a person trackside.
- District Line's Richmond branch suspended 09.25 to 10.35 for the recovery of the defective London Overground train at Richmond (see 7 May) back to Willesden Depot.
- A track fire between Great Portland Street and Baker Street westbound suspended all three SSR services through the area from 17.00 to 17.50.

- Northern Line suspended north of Golders Green 19.35 to 20.05 – track fire at Brent Cross.

Friday 9 May began with a multiple track circuit failure at Caledonian Road from 07.40, with trains working through under failure conditions and a suspension between Arnos Grove and Acton Town from 08.45 to 09.25. The Northern Line was suspended between Morden and Stockwell from 15.35 to 16.25 because of a person under a northbound train at Balham. Central Line suspended Marble Arch – Liverpool Street from 18.00 – defective eastbound train at Bond Street. The train was then moved in restricted manual to Liverpool Street sidings, but not before stalling again twice on the way, which caused a 45-minute delay though the road. Stations closed for a lack of staff were Covent Garden (before 07.00) and Angel (after 22.45).

On **Saturday 10 May**, Angel station remained closed until 06.50, while Goodge Street closed from 22.25 and through Night Tube, both for a lack of staff. A track fire at High Street Kensington at 16.00 suspended the District and Circle lines, along with much of the Hammersmith & City Line, all because of nine trains stalled between stations at various locations for between 45 and 60 minutes, one train as far back as approaching Turnham Green. A limited service resumed at 17.05 but because of football traffic at Putney Bridge, the station closed from 17.00 to 17.50. A northbound Jubilee Line train stalled at Swiss Cottage at 19.30, suspending the service between Waterloo and Willesden Green. Fortunately there were no trains stalled between stations but the train in the northbound platform at St. John's Wood was detrained and sent forward empty in case a push-out became necessary. In the event, movement was gained and the train departed Swiss Cottage at 20.25 in restricted manual, only to become stalled approaching Finchley Road five minutes later. The train moved off again at 21.25 but stalled entering West Hampstead siding from 21.50 until safely berthed at 22.35. Services resumed at 22.40 but the service delay status continued well into Night Tube.

Points failing at Harrow-on-the-Hill at 16.20 suspended the Uxbridge branch of the Metropolitan Line until 17.25 on **Sunday 11 May**. One southbound train was stalled between West Harrow and Harrow-on-the-Hill until 16.55. The Piccadilly Line to Uxbridge was unaffected save for cancellations for a lack of train Operators. The Jubilee Line was suspended north of Wembley Park from 18.40 to 19.05 because of passenger action at Stanmore. The only station closed for a lack of staff was Goodge Street (through Night Tube until 07.50).

Monday 12 May was the worst for passenger disruption for some time, which culminated in a power failure in the early afternoon, of which more below. More routine problems began with two signals failing on the westbound at Boston Manor from 06.40. Initially, trains worked through under failure conditions until 08.00 when the service was suspended west of Northfields until 08.45 while repairs were effected. Westbound Circle and Hammersmith & City Line trains for Hammersmith non-stopped Edgware Road from 06.15 to 07.00 because of defective OPO equipment, the same affecting West Brompton, where eastbound trains non-stopped from 23.00 until the end of traffic. A person trackside at Mansion House caused a 20-minute delay to District and Circle Line services from 17.20 – the resultant crowding is seen at Mile End (Right).

Photo: Kim Rennie

Heavy rain and subsequent flooding caused three Northern Line stations to close, being Chalk Farm (17.30 to 19.45), Kentish Town (17.30 to 20.40) and Golders Green (18.00 to 18.40). A track fire at Gunnersbury suspended the District Line's Richmond branch from 17.40 to 19.15.

But by far the most disruptive was a power failure just after 14.00 (various times between 14.02 and 14.10 have been widely quoted!). This affected several lines and stations and will be summarised below.



A fire in a substation caused by a cable fault in Cunningham Place/Aberdeen Place in Maida Vale caused three metres of high voltage cable to be destroyed. This affected various equipment on the railway¹ fed from Griffith House (Edgware Road) Bulk Supply Point, which was also feeding Lots Road Bulk Supply Point at the time.

LINES AFFECTED:

Jubilee Line – No service between Finchley Road and Waterloo until 16.30. One stalled southbound train reached Bond Street at 14.40.

Northern Line – Because of the number of stations closed, trains ran empty between Euston and Battersea Power Station and between Kennington and Morden until 15.30 until the affected stations began reopening.

Bakerloo Line – No service. One southbound train stalled south of Lambeth North was authorised to return to the station, arriving at 14.55. Many Bakerloo Line track circuits were interrupted and had to be reset or replaced if damaged, which prevented to a resumption of service until 20.15, such is the age of the equipment on that line.

Waterloo & City Line – No service until 16.50 (because of Waterloo station being closed – see below).

Piccadilly Line – Following a power 'blip' to signalling, which was restored promptly, there were only 'minor delays' for an hour or so.

Elizabeth Line – No service Paddington to Abbey Wood until 16.00.

¹ Various, for example, lifts, escalators, fire alarms, CCTV, UTS (ticketing) equipment, lighting, public address, as well as traction current and signalling to some sections of the network.

STATION CLOSURES:

Reopening times were as follows –

14.30 Vauxhall	15.55 Putney Bridge	16.55 Leicester Square
14.55 Holborn	16.00 Marble Arch	17.25 Colliers Wood
14.55 Tottenham Court Road	16.00 Covent Garden	17.35 South Wimbledon
15.25 Charing Cross	16.45 Waterloo	18.15 South Kensington
15.25 Embankment	16.50 Swiss Cottage	19.30 Piccadilly Circus

Note – other stations that were affected by the power fluctuation but had no train service at the time are thus excluded from the list.

We must remember that TfL has a standby power station at Greenwich, which was not used in this instance. Greenwich Power Station provides emergency power to evacuate the London Underground upon total loss of national grid power supplies and this incident was not a loss of power supplies but a large voltage fluctuation due to issues with a National Grid asset.

Tuesday 13 May offered the following:

- Southbound Bakerloo Line services south of Queen's Park were unable to start up until 06.15 – late finish to overnight re-railing at Edgware Road.
- The Metropolitan Line was unable to start up south of Wembley Park until 06.25 because of a late finish to overnight work on points just north of Baker Street.
- District Line suspended east of Barking 08.35 to 09.25 – person struck by a westbound train at Barking.
- Kenton station closed 09.00 to 14.00 – local power failure.
- District Line to Ealing Broadway and the Piccadilly Line's Uxbridge branch suspended from 14.20 – points failing at Ealing Broadway. The District Line train stalled approaching Ealing Broadway was authorised to return to Ealing Common (but only after a westbound District Line train there was moved back into the depot from there at 15.15), which was completed at 15.30. The Piccadilly Line resumed at 17.15 and the District Line at 17.35.
- Bakerloo Line suspended north of Stonebridge Park 15.25 to 17.00 – Network Rail track circuit failure at Harrow & Wealdstone.
- Temple station closed 22.20 to 23.20 because of defective OPO equipment, then remained closed because of a lack of staff. Also closed for a lack of staff was Hyde Park Corner from 00.10.

The main event on **Wednesday 14 May** was a defect on points at South Kensington, over which a 10 mph speed restriction was imposed and thus causing delays and a reduced service on both the District and Circle lines throughout the day. The problem was exacerbated from the start of traffic because of a Network Rail track circuit failure at Gunnersbury, suspending the Richmond branch until 07.15. Points failing at Walthamstow Central from 14.10 initially delayed Victoria Line services north of Seven Sisters but was suspended from 15.05 until 15.55 while repairs were undertaken. The Metropolitan Line was suspended north of Chalfont & Latimer from 21.25 because of a SPAD by a Chiltern train on the southbound (Up) approach to Amersham. The train was subsequently authorised to set behind the signal and arrived at Amersham at 22.45, enabling services to resume. Three stations were closed for fire alerts in various forms, being Fulham Broadway (07.55 to 10.25), Waterloo (14.35 to 15.00 – with the Waterloo & City Line suspended in consequence) and Swiss Cottage (16.35 to 17.00). Points failing at Upminster from the start of traffic had little effect on the train service start up on **Thursday 15 May**, apart from a 25-minute delay from 06.55 with a train requiring authorisation into platform 3. An unattended item on a District Line train at Wimbledon suspended the District Line west of Wimbledon Park from 13.00 to 13.35. A track fire east of Royal Oak at 19.45 suspended the Hammersmith & City and Circle lines' Hammersmith branch. Once necessary repairs to the track had been completed, the Hammersmith & City and outer rail Circle Line resumed at 21.15 with the inner rail Circle Line following at 22.30. Persons reported trackside between Plaistow and West Ham at 00.10 brought the last trains in the area to a stand until 01.05 with two trains stalled between stations for 25 minutes.

Stations closed for a lack of staff on **Friday 16 May** were Camden Town (before 05.55), Hyde Park Corner (before 06.30, after 22.40 and through Night Tube) and Temple (before 07.00). Stations closed for other reasons were Leicester Square Northern Line (start to 07.35 – CCTV defects) and Goodge Street (09.55 to 10.30 – lift defects). Other events included:

- A track defect south of Hampstead suspended the Edgware branch of the Northern Line from 11.30 to 12.10, and then again from 00.15 to 02.25 while permanent repairs were undertaken.
- Northern Line suspended south of Kennington 13.10 to 13.45 – points failure at Morden
- Passenger action on a westbound District Line train at East Ham caused a 30-minute delay from 16.35.

Holland Park station closed from 06.40 to 08.20 on **Saturday 17 May** because of a lack of staff. What remained of the Heathrow branch of the Piccadilly Line (because of weekend engineering work) was suspended between Osterley and the Heathrow terminals from 18.45 to 19.55 because of a train becoming gapped off current whilst reversing in the west end of Northfields Depot, with rail gap jumper leads being deployed to get the train back on current.

On **Sunday 18 May**, an eastbound District Line train with a door defect at Cannon Street caused a 25-minute delay from 07.45. Points failing at Farringdon at 16.40 suspended the Circle Line in its entirety, the Hammersmith & City Line east of Edgware Road and the Metropolitan Line into the City. After two anticipated service resumptions, which were thwarted because the failure reoccurred, it wasn't until 20.40 that services were able to resume. The District Line's Olympia shuttle service was suspended from 23.00 because of persons trackside at Olympia. The service resumed in time for the last arrival

and departure at 23.45 and 23.49 respectively. Chancery Lane station closed at 15.30 until the end of traffic because of a lack of staff.

Stations featured on **Monday 19 May** with those closed for a lack of staff being Tooting Bec (before 06.45), Northfields (21.10 to 22.10) and Regent's Park (after 23.25). Also closed were Goodge Street from 17.00 to 18.10 because of lift defects, along with Bond Street from 20.10 to 21.20 and Paddington (Suburban) from 22.10 to 23.25, both because of local power failures. Operational incidents began at 08.45 with a track circuit failure at Rayners Lane, suspending the Metropolitan Line's Uxbridge branch and the Piccadilly Line west of South Harrow. Metropolitan Line services resumed at 09.30 and the Piccadilly Line at 10.25. A person under a southbound Jubilee Line train at Dollis Hill at 12.45 suspended the Jubilee Line between Wembley Park and West Hampstead and the Metropolitan Line south of Harrow-on-the-Hill, both until 13.15.

A signalling problem between east of Edgware Road and King's Cross from 05.20 on **Tuesday 20 May** caused the suspension of the Hammersmith & City Line east of Edgware Road, the Metropolitan Line into the City and all of the Circle Line. Once equipment had been reset, the service resumed at 07.45. A track fire just north of Finchley Road on the northbound at 11.45 suspended the Jubilee Line between Waterloo and Willesden Green and the Metropolitan Line south of Wembley Park. Also affected because of the blocking back of trains at Baker Street were the Circle and Hammersmith & City lines, both of which went into 'severe delays' mode, and the District Line suspended east of High Street Kensington because of the blocking back of trains in the Edgware Road area. Services resumed at 12.55. A further track fire on Network Rail at Kew Gardens caused a 25-minute delay to the District Line's Richmond branch from 15.10. This was followed by another track fire on Network Rail, at Gunnersbury, suspending the District Line's Richmond branch again, from 18.10 to 19.45. In the meantime, yet another track fire, this time at Stanmore, suspended the Jubilee Line north of Wembley Park from 17.40 until 18.35. Points failing at Walthamstow Central suspended the Victoria Line north of Seven Sisters from 19.00. Two trains were stalled on the approach to Walthamstow, reaching platforms at 19.45 and 20.20. The service resumed at 20.35 but with only one platform available and a reduced service in consequence. Station closures may be summarised thus:

- Manor House – start until 05.55 – flooding.
- Shepherd's Bush (Central Line) – 18.35 to 21.10 – escalator defects.
- Regent's Park (before 07.10) and Arsenal (after 21.00) – both for a lack of staff.

On **Wednesday 21 May**, Colliers Wood station remained closed until 07.00 because of a lack of staff. Two consecutive defective London Overground trains (at Carpenders Park and Harrow & Wealdstone) caused the Bakerloo Line to be suspended north of Queen's Park from 17.50 to 18.40, while later in the day, what turned out to be an obstruction in points at Wembley Park, suspended the Jubilee Line north of Willesden Green from 23.00 to 00.05.

Thursday 22 May began with points failing at West Ham from 05.30, suspending the District and Hammersmith & City lines through the area until 06.20. Both lines were in trouble again with points failing at Barking at 16.55, caused by the link between Network Rail and LU just west of the station on the eastbound. Services resumed at 18.35. In the meantime, Mansion House station closed from 17.10 to 17.35 because of a fire alarm activation, while the only station closed for a lack of staff was Bethnal Green, which opened up for trade at 06.05.

Southwark station remained closed until 07.05 on **Friday 23 May** because of a lack of staff. Stations closed for other reasons were Lancaster Gate (start to 13.25 – power supply issues), Swiss Cottage (14.30 to 15.05 – fire alarm activated) and Charing Cross (22.45 to 23.10 – crowd control). A track fire on the southbound at Brent Cross suspended the Northern Line north of Golders Green from 15.00 to 16.05. A defective Jubilee Line train approaching London Bridge, coupled with a disruptive passenger, caused a 25-minute eastbound delay from 00.15, with consequential delays continuing well into Night Tube.

Saturday 24 May was uneventful until 16.05, when a person went trackside at Archway, heading towards Highgate. The service on the Barnet branch was suspended until 17.00 – three trains were stalled between stations until 16.50. A track circuit failure at Elephant & Castle suspended the Bakerloo Line twice during the evening – from 18.40 to 19.30 and again from 22.15 to 22.55. In the case of the former, one stalled train returned to Lambeth North by 19.10. Station closures were Rickmansworth (12.25 to 14.30 – passenger ill on the station), Paddington C&H (19.40 to 20.20 – defective platform nosing stone) and Stockwell (23.45 to 00.10 – fire alarm activated).

Sunday 25 May was thus:

- Chancery Lane station closed 06.50 to 08.25 – lack of staff, Earl's Court 18.35 to 19.20 – fire alarm activated and Latimer Road 23.05 to 00.05 police request.
- District and Piccadilly lines suspended through Acton Town 07.30 to 08.00 – persons trackside.
- Piccadilly Line suspended west of Heathrow Terminals 2&3 from 14.30 to 16.10 – signal failure at Heathrow Terminal 5.
- Metropolitan and Piccadilly lines suspended through Rayners Lane 21.40 to 22.45 – points failing at Rayners Lane.
- Northern Line suspended north of Finchley Central 23.10 to 23.55 – passenger action at Totteridge.