

UNDERGROUND DIARY

AUGUST 2025 (Continued)

On **Tuesday 26 August**, there were three incidents from the start of traffic. The first was a track circuit failure on the Victoria Line between Vauxhall and Pimlico, preventing services from starting up south of Victoria until 06.15. However, with the situation unresolved, further suspensions took place until the failure was dealt with, which was complete at 09.30. (*The Victoria Line was also in trouble later on when an empty pushchair went onto the northbound track at Vauxhall at 14.20, suspending the service south of Victoria again until 15.15*). The second incident was at Lambeth North with points failing, which prevented trains entering service from London Road Depot, resulting in a reduced Bakerloo Line service until the problem was fixed at 07.45. The third problem was with an engineer's train, which became non-communicating at East Ham. The train was moved in restricted manual to Barking Sidings, enabling eastbound services to begin at 06.30. A track fire at Dollis Hill suspended the Metropolitan Line south of Wembley Park from 14.35 to 15.10. An eastbound Jubilee Line train became non-communicating between North Greenwich and Canning Town at 17.50, bringing services on the extension to a stand until 18.25. The District Line's Richmond branch was suspended from 23.15 to 00.35 because of a track fire on the westbound (Down) at Gunnersbury. Stations closed for a lack of staff were Covent Garden (before 06.50 and after 22.10), Southwark (before 07.25) and Arsenal (after 22.20).

A defect with the platform edge doors on both platforms at Westminster on **Wednesday 27 August** caused the Jubilee Line to be suspended between Green Park and Waterloo until 06.40. However, further delays occurred from 07.25 with eastbound trains having to operate in restricted manual between Westminster and Waterloo (not stopping at Westminster) until 11.00. The defect reoccurred at 12.00 with the Jubilee Line platforms closed in consequence until 18.10. A track circuit failure at Hanger Lane Junction suspended the District and Piccadilly lines through the area from 07.45 until 09.15, with one eastbound District Line train stalled approaching the junction until 09.05. Points failing in Barking Sidings at 10.00 caused the Hammersmith & City Line service (which are scheduled to reverse in the sidings) to be turned short at West Ham and Plaistow, which continued through until 17.10. A track fire on the northbound at Brent Cross suspended the Northern Line north of Golders Green from 17.40 to 18.25. stations closed for a lack of staff were Arsenal (before 06.20), Covent Garden (before 06.45 and after 22.30), Southwark (after 22.00) and Holland Park (after 22.15).

Stations closed for a lack of staff on **Thursday 28 August** were Covent Garden (before 06.40), Holland Park (before 07.00) and Southwark (before 07.30). A defect on points at Whitechapel prevented the District Line from starting up between Tower Hill and West Ham before 06.00 and the Hammersmith & City Line east of Moorgate until 06.30. A defective westbound train at Newbury Park at 10.10 suspended the Central Line between there and Leytonstone until 10.45, with the offending train being moved in restricted manual to Leytonstone. Points failing at Heathrow Terminals 2&3 suspended the Piccadilly Line west of Northfields from 14.55 to 17.05. A dislodged pipe from a street level property above platform 2 at Paddington District and Circle lines station initially saw trains non-stop in the eastbound/outer rail direction from 16.40 but both lines were suspended through the area from 17.15 until 18.10. Waterloo LU station closed from 16.40 until 17.15 because of the malicious operation of fire alarms.

There was nothing operationally untoward on **Friday 29 August** that hasn't been seen before although cancellations for a lack of Train Operators continued on the Bakerloo, Central, Circle and Hammersmith & City lines. Stations-wise, Bounds Green station closed from 07.05 to 08.30 because of escalator defects, while Bayswater station closed from 08.55 to 12.00 because of water ingress damaging the fire detection system. Closed for a lack of staff were Holland Park (after 22.10 and through Night Tube) and Covent Garden (after 22.55 and through Night Tube).

Station closures for a lack of staff on **Saturday 30 August** were Angel (before 06.00), Holland Park (through Night Tube until 07.05, after 22.05 and through Night Tube), Covent Garden (through Night Tube until 07.35, after 00.55 and through Night Tube) and Swiss Cottage (23.05 to 01.30). Stations closed for other reasons were Tufnell Park from 17.30 to 18.45 because of a passenger ill on the platform, and a smell of burning in an escalator machine room caused Victoria LU station to close from 20.35 to 22.30. Points failing in Barking Sidings prevented the Hammersmith & City Line from starting up until 09.30 but with a greatly reduced service throughout the traffic day. A person under a northbound Victoria Line train at Seven Sisters suspended the service north of King's Cross from 18.10 to 19.15. One train was stalled between stations until 18.40.

Sunday 31 August began with a person under a westbound District Line train at Elm Park at 06.40, suspending the District Line east of Barking. The operation of section switches at Dagenham East enabled trains to be extended from Barking to Dagenham East from 08.10. Services to and from Upminster resumed at 09.40. This was followed at 11.20 by signalling communications issues at East Ham, suspending the District Line between Plaistow and Barking, along with the Olympia shuttle, and Hammersmith & City Line east of Moorgate. With service resumption anticipated for 13.40, the failure reoccurred at 13.45, keeping services suspended, with two trains stalled between stations for over an hour. The District Line eventually resumed at 17.10 and the Hammersmith & City Line at 17.30. Stations closed for no staff were Covent Garden (through Night Tube until 07.15 and after 18.30), Holland Park (through Night Tube until 07.20), Pimlico (07.45 to 08.35), Borough (before 08.35), Chancery Lane (after 18.00), Arsenal and Tufnell Park (both after 22.35).

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On **Monday 1 September**, stations closed for a lack of staff were Goodge Street (before 06.40), Arsenal (before 07.05 and after 18.30), Tufnell Park (before 07.30), Covent Garden (after 18.30), Borough (19.50 to 22.20), Blackhorse Road (after 21.55) and Lancaster Gate (after 22.05). A track circuit failure at Bank suspended the Waterloo & City Line from 08.05 to 09.10, with one stalled eastbound train approaching Bank authorised to return to Waterloo, arriving at 08.45. This was followed later at 14.55 by a points failure west of Heathrow T2&3 at PiccEx Junction, suspending the service west of Northfields until 17.05. One westbound train was stalled approaching T2&3 until 15.20. The main event of the day involved a westbound Jubilee Line train that became stalled between Waterloo and Westminster at 17.50, suspending the service between Canary Wharf and Green Park until the end of traffic. An attempt to move the train back to Waterloo under a signalled move came to grief when the train stalled on the crossover near Waterloo at 18.35. With then no movement at all, its passengers were detrained via the track to Waterloo from 19.25, which was completed by 20.45. At 00.55, an assisting train was worked from Green Park wrong line with the intention to couple up to it and pull it out. However, movement was later gained on the incident train and was able to move off, arriving at West Ham at 04.10 on Tuesday morning and subsequently stabled in Stratford Market Depot. *As is so often under these circumstances, people take to social media and described the train as being “hot and completely packed”. One passenger on the train said she had been charged a double fare (of £16.25) because of the time it took for her to make her journey ...*

The problems on the Jubilee Line continued on **Tuesday 2 September**, when a train stalled overnight in the westbound platform at Waterloo was unable to move at the start of traffic, suspending the service between London Bridge and Green Park. Movement was eventually obtained and the train was able to move in restricted manual to Westminster, from where it departed (empty) in normal ATO to Stanmore Sidings. Services over the suspended section began at 08.30. Other incidents on the day included a track circuit failure at South Kensington westbound from 05.55 and a person ill on a train at Gunnersbury at 06.45, causing delays to the Piccadilly and District lines respectively. Station closures for a lack of staff continued to dominate, and included Arsenal (before 06.55), Covent Garden (before 07.05 and after 22.20), Lancaster Gate (before 07.20) and Holland Park (before 08.05).

Wednesday 3 September offered the following:

- 25-minute late start to the Victoria Line Brixton – Victoria, staffing error.
- Covent Garden station closed for a lack of staff before 07.10 and after 22.15.
- Northern Line suspended north of Colindale 07.15 to 09.00 – person under a train at Edgware.
- Track circuit failure eastbound between Rayners Lane and South Harrow. Piccadilly Line suspended Uxbridge – Acton Town 08.55 to 14.55.
- Bakerloo Line suspended north of Stonebridge Park 13.10 to 14.30 – Network Rail signal failure at Wembley Central.
- Defective eastbound Central Line train at Bank at 18.10, causing a 30-minute gap through the road while it was moved to Liverpool Street Sidings.
- Northern Line suspended north of Golders Green 20.20 to 22.50 – damaged points just north of the station.
- Person trackside at Tower Hill with District and Circle lines suspended through the area, along with the Hammersmith & City Line east of Moorgate from 21.25 to 21.55.
- Piccadilly Line suspended west of Heathrow T2&3 from 23.15 to 24.00 – fire alarms activated at Heathrow T5.

Thursday 4 September began with a Network Rail track defect at Stonebridge Park, preventing the Bakerloo Line from starting up north of Queen's Park until 07.45. Escalator defects caused Pimlico station to close from 07.25 to 12.10. Points failing at Edgware at 08.20 suspended the Northern Line north of Colindale until 09.35. One northbound train was stalled approaching Edgware station until 08.40. A SPAD by a northbound Bakerloo Line train at Piccadilly Circus at 20.50 caused a 30-minute delay while the train was authorised to set back into the platform 'to try again'. Covent Garden was the only station closure for a lack of staff, before 07.10 and after 22.25.

The only notable issue on **Friday 5 September** was a points failure on the Jubilee Line at Wembley Park, which suspended the service north of Willesden Green until 06.10. Jubilee Line trains could only enter and leave service at Neasden Depot via Neasden station instead of Wembley Park. During Night Tube the service was suspended north of Willesden Green from 02.45 to 03.35 while investigations into the failure were undertaken – the problem couldn't be fixed because of strike action by engineering and control room staff. Station closures for a lack of staff were Mansion House (before 06.55), Southwark (before 07.05), Covent Garden (before 07.20), Lancaster Gate (before 07.55, after 22.10 and through Night Tube).

Saturday 6 September was thus:

- Wood Lane station closed from start of traffic until 09.25 – fire in adjacent former BBC TV centre building.
- Central Line suspended east of Marble Arch until 06.20 (should have begun at 05.15) – delay in dealing with the weekend engineering possession east of Liverpool Street.
- Northbound City branch of the Northern Line suspended 10.55 to 11.30 – person under a northbound train at London Bridge.
- Jubilee Line suspended east of North Greenwich 13.00 to 15.10 – signalling problems at Stratford.
- Balham station closed 16.55 to 17.30 – fire alarms activated maliciously.
- Chesham branch suspended 20.10 to 20.55 – persons trackside at Chesham.
- Bakerloo Line suspended north of Queen's Park 21.00 to 21.45 – defective London Overground train at Willesden Junction.
- Station closures for a lack of staff were Lancaster Gate (through Night Tube until 16.00 and after 22.05 and through Night Tube), Covent Garden (from 22.25 and through Night Tube).
- During Night Tube, the Jubilee Line was suspended north of Willesden Green from 02.30 to 04.10 while repairs were made to points at Wembley Park (q.v. 5 September).

With the impending strike by members of the RMT union, there was no service on **Sunday 7 September** on the Bakerloo Line, Circle Line, the Metropolitan Line into the City and the Piccadilly Line west of Rayners Lane, all throughout the day. All other lines suffered from a lack of Train Operations to a greater or lesser degree and all services were withdrawn between 17.15 and 19.30. There were no operational incidents of note but Swiss Cottage station closed from 11.15 to 15.10 because of a local power failure. Stations closed for a lack of staff on the reduced operational day were Covent Garden (through Night Tube until 08.05), Lancaster Gate (through Night Tube until 12.45) and Temple (throughout the day).

Below: *Dusk in Stratford Market Depot on Sunday 7 September, with a depot full of trains because of the strike.*

Photo: LURS Collection



Right: This poster says it all (see also pages 711-712, this issue). It's a shame that all references to the Underground are 'Tube'. All LU stations have signage at station entrances reading 'Underground' and not 'Tube', apart from one temporary (hopefully!) HS2-produced sign outside Euston main line station.

Photo: Kim Rennie

On **Monday 8 September**, a very limited service started up from 08.00, on the Metropolitan Line north of Harrow-on-the-Hill, the Northern Line north of East Finchley and the Central Line west of White City. This last was joined from 08.40 by a Stratford¹ – Epping and Hainault via Woodford service and from 14.30 on the Northern Line between Golders Green and Edgware. All services ended by 18.30.



Tuesday 9 September saw very few services running, summarised thus: Initially from 08.15, a Piccadilly Line shuttle operated between Hammersmith and South Harrow, extended at 09.10 from South Harrow to Rayners Lane (and later cut back later to South Harrow). An Arnos Grove – Cockfosters shuttle began at 09.00. The Northern Line was able to operate throughout the entire line but with self-contained services – Morden and High Barnet via the City, Battersea Power Station and Edgware via Charing Cross, and a Mill Hill – Finchley Central shuttle. There were sufficient trains in service to declare only 'minor delays'. However, some stations on the sections of lines operational were

Transport for London i

Strike action affecting Tube and DLR services

Sunday 7 - Friday 12 September

If planned strike action goes ahead, we expect Tube and DLR services to be disrupted as shown below.

Sunday 7: Disruption across the Tube, with limited services running. Complete all journeys by 18:00

Monday 8 - Thursday 11: Little or no Tube service, with no trains running before 08:00 or after 18:00

Tuesday 9 and Thursday 11: No DLR services expected

Friday 12: No Tube service before 08:00. Normal service expected on all lines by mid-morning

Other services, including buses, the Elizabeth line, London Overground and Trams are likely to be extremely busy. Some trains may not stop at all stations or run to their normal destination, due to Tube station closures. Some bus routes in west London may also be disrupted on Thursday 11 and Friday 12 September, due to strike action.

Plan ahead, check before you travel and allow more time for your journey. For full details, visit tfl.gov.uk/strikes, use the TfL Go app, or scan the QR code

Image by TfL

MAYOR OF LONDON **TRANSPORT FOR LONDON** EVERY JOURNEY MATTERS

Left: Passengers at Tottenham Court Road on Monday 8 September, who only had the Elizabeth Line to choose from, the Central and Northern lines being bariered off.

Photo: Kim Rennie

¹ Trains ran empty to and from Bethnal Green to reverse.

closed at various times, along with some LU stations served by London Overground and Great Northern were also closed. The Northern Line ended service by 18.45 but the Piccadilly Line shuttles continued until normal end of traffic times.

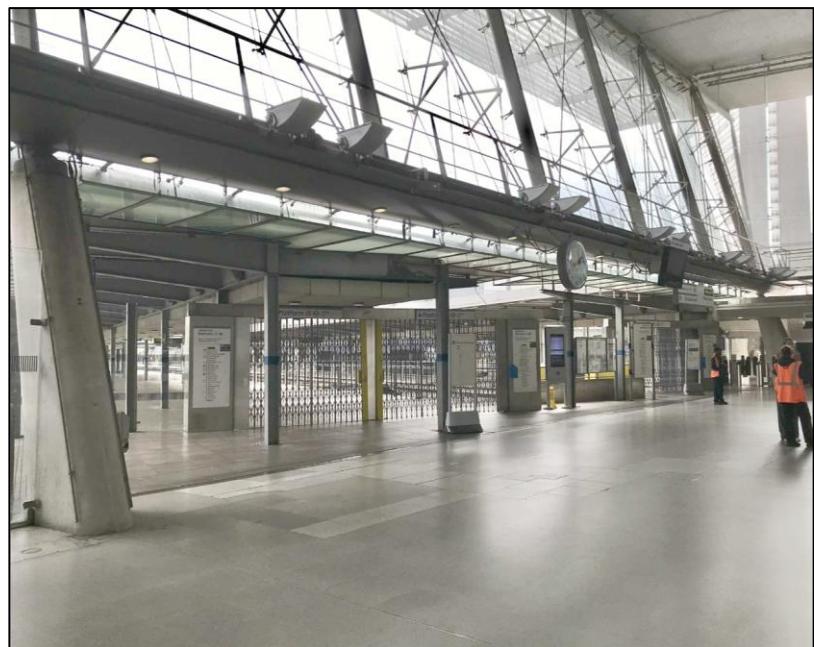
The services on **Wednesday 10 September** almost mirrored those on Monday, starting up from around 08.00, but was joined by the District Line operating a shuttle service between Upminster and Whitechapel until 16.30, with other services ending by 18.30.

Right: The Jubilee Line concourse at Stratford on 10 September 2025.

Photo: Kim Rennie

Thursday 11 September was as follows:

The Piccadilly Line operated Acton Town – South Harrow 07.30 to 21.25 and Arnos Grove – Cockfosters 12.25 to 15.50. The Metropolitan Line ran Baker Street – Harrow-on-the-Hill from 09.20 and extended to Watford at 10.30. Services ended at 13.30. The District Line ran Upminster – Whitechapel shuttles from 09.20 to 16.00.



Two views of Green Park station, closed during the strike on 11 September 2025, the Devonshire House entrance (Left) and entrance in Piccadilly (Above).

Both photos: Antony Badsey-Ellis

Following the end of the strike, on **Friday 12 September**, it was mostly unstaffed stations that prevented a normal start up, although some lines with their complement of train staff were able to run empty until sufficient stations were available to open. In the event, only the Northern Line began normally from the start of traffic, along with sections of the Piccadilly Line, all of which are summarised below.

LINE	START AND DETAIL
Metropolitan	08.15 as far south as Baker Street, extended to the City from 08.50.
Circle and Hammersmith	08.15 both lines.
Northern	Normal from start of traffic.
Victoria	06.40 but in various modes of 'delay' throughout the day.
District	08.00 but section by section, with all destinations served from 08.50.

Piccadilly

Start of traffic between Cockfosters and Heathrow/South Harrow then South Harrow – Uxbridge from 07.15.

Central

Start from 07.50.

Bakerloo

Start from 08.30.

Waterloo & City

Start from 07.50.

The Waterloo & City was the first to go to 'good service' shortly after opening, followed by the Piccadilly Line by 10.15. The other lines followed between 11.00 and 13.30, with the exception of the Victoria Line, which continued under par for the rest of the day because of an ongoing lack of Train Operators.

Station closures, either as a residue from the strike or no staff available, were: South Ealing (before 05.55), Clapham North (before 06.00), London Bridge (before 06.15), Colliers Wood (before 06.45), Angel and Borough (both before 07.00), Goodge Street (before 07.20), Bounds Green (before 07.25), Plaistow (before 08.35), Temple (before 10.00), Chancery Lane (before 15.05) and Southwark (after 22.20 and through Night Tube).



Left: Part of Stanmore sidings viewed from platform 2 at the start of traffic, waiting for 'the off', once sufficient train and station staff had become available.

Photo: Mike Reid

With the network back in full swing, incidents included a Network Rail signal failure at Southfields from 10.30, with various District Line suspensions west of Parsons Green throughout the day, and consequential delays until the end of traffic. The problem was thought to have been caused by heavy rain in the area. The Waterloo & City Line was suspended from 17.55 to 19.45 with a stalled train approaching Bank. It transpired that the incident train had become front-tripped by a

large discarded shopping bag. One train stalled was authorised to return to Waterloo by 18.20. The Battersea branch of the Northern Line was then suspended from 18.40 to 19.50 because of smoke from under a train at Battersea Power Station.

On **Saturday 13 September**, the Network Rail signal failure at Southfields was unresolved and therefore a reduced District Line service to Wimbledon operated throughout the day. A track fire at Archway from 10.45 suspended the Barnet branch of the Northern Line until 11.30. Disruption on the Northern Line followed from 12.15 with points failing at Camden Town. This led to a segregated northbound service – Edgware via Charing Cross and High Barnet via the City. A points failure on the junction at Aldgate East at 17.35 suspended the District Line between Tower Hill and Whitechapel for 30 minutes, and the Hammersmith & City Line east of Moorgate for the rest of the day. Station closures for a lack of staff were Grange Hill (before 07.05), Lancaster Gate (from 07.20, throughout the day and Night Tube), Southwark (through Night Tube until 07.15), Clapham South (from 23.20 and through Night Tube). Also closed was Westminster station from 13.05 until 20.00 for crowd control relating to the 'Unite the Kingdom' march. Kennington operate exit and interchange from 06.00 to 10.40 because of lift defects.

Station closures for a lack of staff on **Sunday 14 September** were Lancaster Gate (through Night Tube to 12.40) and Clapham South (through Night Tube and throughout the day). Operationally, the Network Rail signal failure at Southfields remained unresolved with a reduced District Line service to Wimbledon throughout the day. Also unresolved was the points failure at Aldgate East. Hammersmith & City Line trains ran a four-train shuttle to Moorgate until 09.30, from when train staff resources were concentrated on maintain a Circle Line service. The other main event of the day was what turned out to be a broken rail between Kilburn and Willesden Green on the northbound Metropolitan Line. Events unfolded thus:

- Metropolitan Line suspended south of Harrow-on-the-Hill from 15.00.
- The six remaining trains south of the incident were worked through at caution to clear the area, commencing at 16.00.
- Jubilee Line suspended in its entirety from 16.00 while engineers monitored the rail break during the clearing of the stalled Metropolitan Line trains.

- Jubilee Line resumed to a reduced ‘special service’ from 16.35.
- Jubilee Line suspended West Hampstead – Wembley Park from 18.25 for engineers to access the track to effect repairs.
- Both lines resumed at 19.25 but with the Metropolitan Line suspended into the City for the rest of the day.

The District Line had to operate a reduced service to Wimbledon throughout **Monday 15 September** because of the unresolved Network Rail signal failure at Southfields. The northbound City branch of the Northern Line was suspended from 11.05 until 11.55 because of an unattended item on the track at Euston. A discarded tarpaulin on the track at Hanger Lane suspended the West Ruislip branch of the Central Line from 11.10 to 14.15. One stalled eastbound train was authorised to return to Hanger Lane by 12.20. The only station closed for a lack of staff was Lancaster Gate (before 08.50 and after 22.05).

Again, Lancaster Gate was the only station closed for a lack of staff on **Tuesday 16 September**, opening up for trade at 07.50 and closing again at 22.00. A late finish to overnight signalling work at Chorleywood meant that the Metropolitan Line was unable to start up north of Rickmansworth until 06.15. A Network Rail signalling problem at Wimbledon Park then caused a 40-minute suspension of the District Line west of Parsons Green from 06.50. A defect on the station’s fire detection system caused the closure of Green Park from 14.00 to 14.35.

There were two delayed starts on **Wednesday 17 September**. The first affected was the Hammersmith & City, Circle and District lines, with points failing at Edgware Road from the start of traffic. Although a very limited Hammersmith & City service was able to work through the area under failure conditions, track access meant all three lines were suspended from 05.35 to 06.10. A late finish to overnight re-railing work at Stockwell, meant that the Victoria Line south of Victoria was unable to start until 05.50. Lancaster Gate station remained closed until 08.05 because of a lack of staff. Ongoing Network Rail signalling problems between East Putney and Southfields continued to cause delays to the District Line throughout the day.

The ongoing Network Rail signalling problems between East Putney and Southfields again continued to cause delays to the District Line throughout **Thursday 18 September**, which was compounded by a Network Rail signal failure at Wimbledon with no service west of Wimbledon Park from 13.30 to 14.40. Signalling problems at Parsons Green at 14.55 then suspended the Wimbledon branch completely until 15.30. A person trackside at South Kensington at 17.35 added a further 25-minute delay to both the District and Circle Line services. Amidst all this, points failing at Brixton suspended the Victoria Line south of Victoria from 14.15 with one train stalled on the approach for 20 minutes. With a defect on the points being diagnosed, the service resumed at 17.05 but for the rest of the day was restricted to just one platform at Brixton and a reduced special service in consequence. A defective southbound train at Camden Town suspended the Edgware branch of the Northern Line from 18.05 to 18.40 with one train stalled on the approach to Camden Town for the duration. Station closures for a lack of staff were Barbican (before 07.20) along with Queensway and Lancaster Gate (both after 22.00).

The District Line had a number of significant incidents on **Friday 19 September**, beginning with a 30-minute late start to services though Barking because of a late finish to overnight engineering work. This was followed from 11.05 because of Network Rail signals failing again in the East Putney area, causing two separate suspensions west of Parsons Green and a reduced service west thereof for the remainder of the day. Later, a defective and empty eastbound train became gapped off current entering Ealing Common Depot at 16.45, causing a 25-minute delay to both District and Piccadilly Line services until the train reached the depot. At 18.55, a failure of radio communication equipment suspended the District Line east of East Ham and the Hammersmith & City Line east of Moorgate, along with the inner rail Circle Line (this last because of train congestion in the central area). The inner rail Circle Line resumed at 20.35 and the District Line at 21.05.

Around the rest of the network, a trainstop defect in one of the north shed reversing roads at Queen’s Park set the Bakerloo Line into severe delays mode from 07.50 with only one siding available for use. The service was suspended between Queen’s Park and Paddington from 11.20 to 11.50 but with the problem unresolved, a limited service resumed with reduced reversing facilities at Queen’s Park. Later in the day, a track fire on the southbound at Piccadilly Circus suspended the Bakerloo Line once again, this time south of Queen’s Park, from 19.25 to 20.30. On the Metropolitan Line, a trackside fire between Willesden Green and Kilburn suspended the Metropolitan Line south of Wembley Park from 19.15 to 20.30. Station closures for a lack of staff were Fairlop (before 06.00), Queensway (before 07.55),

Lancaster Gate (before 13.50, after 21.30 and through night Tube), Angel (after 22.40) and Southwark (23.35 to 00.40).

Stations closures for a lack of staff on **Saturday 20 September** were Angel (before 07.00) and Lancaster Gate (through Night Tube until 08.00, after 21.40 and through Night Tube). The Wimbledon branch of the District Line was unable to start up until 07.00 because of a late finish to the replacement of pointwork at Parsons Green. A loss of signalling control at Battersea Power Station (station!) suspended the Northern Line between there and Kennington from 15.55 to 16.30, with one northbound train stalled approaching Nine Elms for the duration.

The problems with Network Rail signalling issues between East Putney and Southfields continued throughout **Sunday 21 September**, yet again causing a reduced District Line service to and from Wimbledon. A SPAD and subsequent derailment by a Piccadilly Line train exiting Northfields depot suspended the Piccadilly Line west of Hyde Park Corner from 08.25 to 09.25 (the Rayners Lane and Uxbridge service was already suspended for weekend engineering work), with one eastbound train stalled approaching Hounslow Central for the duration. The Northern Line was suspended south of Tooting Broadway from 12.20 because of a northbound train departing Morden becoming gapped off current. Services resumed at 13.50 after the deployment of gap jumper leads to move the train. Euston LU station closed from 18.00 to 19.20 because of fire alarms activated. Stations closed because of a lack of staff were Lancaster Gate (through night Tube until 07.55) and Arsenal (07.30 to 08.40).

Monday 22 September may be summarised thus:

- The ongoing Network Rail signalling problems between East Putney and Southfields (which seemed to have begun on 12 September) continued and culminated in the District Line being suspended west of Parsons Green from 23.30 until the end of traffic.
- The Piccadilly Line was suspended between Hammersmith and Hyde Park Corner from the start of traffic until 06.10 whilst a search was conducted for missing night track staff at South Kensington. In addition only the west end of Northfields Depot could be used following the previous day's derailment (q.v.).
- Jubilee Line suspended east of North Greenwich from 15.30 – points failing between West Ham and Stratford. The service resumed at 16.25.
- A track fire at Richmond suspended the District Line's Richmond branch from 15.35 to 16.45.
- Piccadilly Line suspended west of Heathrow T2&3 from 17.30 to 18.30 – SPAD by a westbound train approaching Heathrow T5. The service resumption was delayed by train crewing issues.
- Jubilee Line suspended east of North Greenwich again, from 18.30 to 19.20 – points failing at Stratford.
- Stations closed for a lack of staff were Clapham South (before 05.50) and Redbridge (before 06.45).

A late finish to overnight track welding at Epping prevented the Central Line from starting up between Woodford and Epping until 05.45 on **Tuesday 23 September**. There were further Network Rail signalling problems on the District Line's Wimbledon branch, not only at Southfields from 11.45 (with a reduced service west of Parsons Green from then) but also at East Putney from 17.00 which added to the disruption. Moreover, there were two suspensions west of Parsons Green, from 18.00 to 18.50 and again from 20.10 to 21.30. Staying with the District Line, the Ealing Broadway service was suspended from 05.40 because of a defect on points west of Acton Town, the service not resuming until 11.35.

It was status quo on the District Line's Wimbledon branch in the East Putney area for most of the day on **Wednesday 24 September**. Other incidents included Green Park station closing from 11.15 to 11.50 because of a fire alarm activation, the Barnet branch of the Northern Line suspended 12.15 to 12.45 because of a defective northbound train at Highgate, a fire alert at Elephant & Castle with the station closed and Bakerloo suspended south of Lambeth North from 18.25 to 19.00, and passenger action at High Barnet, with the service suspended north of Finchley Central from 23.05 to 23.40.

It was anticipated that the Network Rail signalling issues in the East Putney/Southfields area would be resolved overnight, but at 12.35 on **Thursday 25 September**, the problem returned, causing a suspension west of Parsons Green until 13.15 and then a reduced service to Wimbledon for the rest of the day. The only other notable event was an eastbound Central Line train that stalled approaching Leyton at 18.00, suspending the service between Liverpool Street and Leytonstone until 19.25. Six eastbound trains were stalled between stations, variously for between 30 and 65 minutes. Lancaster Gate station was the only closure for a lack of staff, locking up shop at 18.55.

STOP PRESS ITEMS

BAKERLOOP



Pending the authorisation and eventual building of the long-awaited Bakerloo Line extension from Elephant & Castle into south-east London, on Saturday 27 September 2025, a daily express bus service, dubbed the "Bakerloop" (and tagged as part of the Superloop bus route network), was launched, taking in the route of the hoped-for Bakerloo Line's extension from Waterloo to Lewisham. The electric buses on route BL1 have been rebranded in the Bakerloo Line's brown livery, this being seen at Loampit Vale, Lewisham. The Bakerloop is said to be only a "stop gap" service, but could be a rather lengthy one ...

To be continued in the next issue ...

4-TC TRANSFER



The Underground's heritage 4-TC set passing Denham Golf Club on 24 September 2025 being hauled to Princes Risborough, ready for its trip to Morecambe and Heysham Harbour on Saturday 27 September 2025, which was, in the event, cancelled – more next month.

Photo: Nick Green

Photo: Kim Rennie on 27 September 2025