

# UNDERGROUND DIARY

## JUNE 2025 (Continued)

A late finish to the overnight repair of a broken rail at Green Park meant a late start for the Jubilee Line west/northbound between Stratford and Wembley Park on **Thursday 26 June**, with services beginning at 06.25. A northbound engineer's train encountered a signalling issue at Neasden at 05.30, suspending the Metropolitan Line south of Wembley Park until 06.15. A track circuit failure on the eastbound at Holborn from 05.55 set the Piccadilly Line into 'delays' mode, with trains passing through under failure conditions until rectified at 09.00. Points failing at Hampstead suspended the Edgware branch of the Northern Line from 05.55 to 06.30. Vauxhall station closed from 08.30 to 09.40 because of escalator defects. Points failing at Walthamstow Central from 09.25 initially suspended the Victoria Line north of Seven Sisters, later amended to operate with one platform at the terminus, with a much reduced service for the rest of the day in consequence. At 14.45, points failing at West Ruislip suspended the Central Line west of Ruislip Gardens until 16.35. An obstruction on the track north of Amersham was struck by an Up (southbound) Chiltern Railways train at 15.20, which necessitated the suspension of the Metropolitan Line between Chalfont & Latimer and Amersham. The incident train reached Amersham at 16.40 and stalled in the unelectrified siding, allowing services to resume at 16.45. Persons trackside at Hendon Central suspended the Northern Line north of Golders Green from 21.55 to 22.35, with one train stalled approaching Brent Cross for the duration. Stations closed for a lack of staff were Clapham South (before 05.50), Archway (before 06.10) and Pimlico (16.45 to 23.10).

The main event of **Friday 27 June** was the all-day suspension of the Metropolitan Line into the City because of a defect on points at Baker Street Junction. The points were secured for through running on the Circle and Hammersmith & City lines. Therefore, from the start of traffic, services were suspended:

- Metropolitan Line south of Wembley Park until 06.30, then resumed Wembley Park – Baker Street.
- Circle Line suspended in its entirety until 06.30.
- Hammersmith & City Line suspended east of Paddington until 06.30.
- District Line suspended east of High Street Kensington until 06.30.

Stations closed for a lack of staff were Canada Water (before 06.25), Pimlico (15.00 to 22.45), Covent Garden (23.00 to 00.25) and Caledonian Road (23.30 to 02.10).

On **Saturday 28 June**, the points problem at Baker Street Junction (q.v.) remained unresolved and thus there was no Metropolitan Line service into the City for the whole day.

*Right: Because of passenger confusion with the fixed sign, where it was directing them to platform 3 for the City (when there were no trains), improvisation took place and obscured where details of the service from platform 3 were.*

**Photo: LURS Collection**

The operational day continued with a track fire at West Kensington East Junction at 06.40, which suspended the District Line west of Earl's Court, except for the Wimbledon branch, which had a sudden influx of extra trains. Services resumed at 08.30. A fire alarm activation at Whitechapel necessitated the station's closure from 07.00 to 07.40. A defective northbound Victoria Line train at Green Park brought the Victoria Line to a stand at 16.45. With movement only possible in restricted manual, it limped on to Warren Street, where it was reversed and sent to stable in Victoria Sidings, incurring a 30-minute delay. A person trackside on Network Rail territory at Richmond suspended the Richmond branch of the District Line from 22.10 to 23.05. A shortage of Train Operators continued on several lines, with the Bakerloo



Line worst affected with 50% of the service cancelled for much of the 'daytime busy' period, with little or no service north of Queen's Park in consequence. Stations closed for a lack of staff were Goodge Street (05.00 to 07.40), Pimlico (06.45 to 08.45 and 14.20 to 14.55), Chancery Lane (after 18.00 and through Night Tube) and Clapham South (after 01.05 and through Night Tube).

### **Sunday 29 June** was thus:

- The Metropolitan Line resumed service to the City, following the repair to points at Baker Street Junction.
- The Bakerloo Line continued with a reduced service and various modes of 'delay' throughout the day because of a lack of control room staff until mid-afternoon, which was then overtaken by a lack of Train Operators.
- A repeat Network Rail signal failure at Southfields from 15.35 resulted in a reduced District Line service west of Parsons Green.
- The problem at Southfields (q.v.) was overtaken by a loss of signalling control at Parsons Green from 18.25, suspending the Wimbledon branch completely. Three trains were stalled between stations, one for 20 minutes, the other two for 35 minutes. Services resumed at 19.10 with the Southfields problem on-going.
- Network Rail track circuit failure at Gunnersbury from 18.55 with the Richmond branch of the District Line suspended until 19.30.
- Jubilee Line suspended east of North Greenwich 21.40 to 22.30 – passenger action on a westbound train between Stratford and West Ham.
- Metropolitan Line suspended Chalfont & Latimer – Amersham from 22.00 – tree branch on the track and under train just south of Amersham. The train was authorised to return to Chalfont & Latimer by 22.45. Services resumed at 23.50, in time for the last two trains.
- Ruislip station closed from 22.30 until the end of traffic – local power failure.
- Repeat signal failure westbound at Stamford Brook from 22.55, delaying District Line services until the end of traffic whilst trains worked through under failure conditions.
- Stations closed for a lack of staff were Clapham South (through Night Tube until 07.10), Vauxhall (07.15 to 11.45), Chancery Lane (through Night Tube until 07.20), Bayswater (before 07.55), Lancaster Gate (after 21.30), Maida Vale (after 21.40), Pimlico (through Night Tube until 07.05 and after 22.10).

On **Monday 30 June**, points failing at Parsons Green from 14.55 suspended the District Line's Wimbledon branch until 15.40, while a signalling problem at West Ham suspended the Jubilee Line east of North Greenwich from 13.50 to 16.10. A person ill on a westbound Hammersmith & City Line train at Paddington (Suburban) suspended the C&H between Edgware Road and Hammersmith from 15.35 to 16.15. Metropolitan Line services to Amersham were suspended from 16.05 to 17.10 because of a track fire at Amersham and a Network Rail signal failure at Willesden Junction from 18.55 suspended the Bakerloo Line north of Queen's Park until 20.20. Northbound Jubilee Line trains non-stopped Neasden from 22.30 until the end of traffic because of a defect with the OPO equipment. Station closures for a lack of staff were Oval and Hyde Park Corner (both before 06.40), Pimlico (before 07.20 and 18.45 to 23.40 – also remained closed from 07.20 to 08.00 because of escalator defects), Mornington Crescent (before 07.35 and after 22.30), Stockwell (19.00 to 23.00), Lancaster Gate (after 21.55) and Queensway (after 22.15).

## **JULY 2025**

**Tuesday 1 July** began with a track fire at South Kensington at 06.35, suspending the Circle Line and the District Line between Embankment and Earl's Court until 07.30. Staying with the District Line, passengers travelling to and from the Wimbledon tennis on what was the hottest day of the year (so far) were delayed for much of the day by two incidents. The first was a Network Rail track circuit failure at Wimbledon from 11.45 with platforms 3 and 4 out of use and a reduced service west of Parsons Green in consequence right through until 20.30. In the midst of all this was a track fire at Southfields, which suspended the service west of Parsons Green from 15.10 to 15.50. Not to be outdone, a Network Rail track circuit failure at Gunnersbury suspended the Richmond branch of the District Line from 13.20 to 16.15. In other news ...

- The Northern Line was suspended south of Tooting Broadway from 07.25 to 07.55 because of points failing at Morden – two southbound trains were stalled approaching Morden throughout.

- The Jubilee Line was suspended north of Wembley Park from 10.50 to 11.35 because of a southbound train having door problems between Stanmore and Canons Park. Two trains were stalled between stations for the duration.
- Marble Arch station closed from 12.40 to 13.45 because of a local power failure.
- A track circuit failure on the eastbound at Barons Court suspended the Piccadilly Line between Acton Town and Hyde Park Corner from 15.50 to 16.45. A repeat failure saw another suspension, from 19.30 to 20.20.
- Green Park station closed from 20.25 to 21.25 because of a local power failure.
- The Bakerloo Line was suspended on the LU section south of Queen's Park from 21.35 because of a loss of signalling control at Piccadilly Circus, which was caused by a power surge, with Piccadilly Line trains non-stopping. One stalled northbound train was authorised to return to Charing Cross by 22.10. Services resumed and the station reopened at 22.35.
- Station closures for a lack of staff were Mansion House (06.15 to 07.55), Hyde Park Corner (before 06.30), Queensway (before 07.10), Mornington Crescent (before 07.35), Lancaster Gate (before 10.25 and 14.05 to 15.55). *An informed source suggests that the recent increase in station closures is due to yet another station staffing reorganisation ...*

On **Wednesday 2 July**, a person trackside at Euston Square brought all three SSR services to a stand at 09.15 until 09.45. One eastbound Metropolitan Line train was stalled approaching Great Portland Street for the duration. A track fire on the westbound at Ealing Common suspended the Piccadilly Line between Acton Town and Uxbridge and the District Line between Turnham Green and Ealing Broadway, both until 10.50. A Network Rail points failure at Queen's Park suspended the Bakerloo Line north of Queen's Park from 13.30 to 14.15, while points failing at Golders Green at 15.20 suspended the Edgware branch of the Northern Line until 16.00. The main event of the day was on the District Line again, with defective points at Minories Junction discovered overnight with a speed restriction imposed from the start of traffic. However, from 09.45, the District Line was suspended between Tower Hill and Whitechapel for the rest of the day, while the Circle Line and Hammersmith & City Line east of Moorgate were initially suspended. However, these services subsequently resumed with delays (the inner rail Circle Line was able to operate over the points into Aldgate, but not the District Line straight ahead towards Aldgate East), while an ad-hoc reduced service was implemented on the District Line either side of the suspension area, which impacted on the Wimbledon branch tennis traffic for the third day running.

The points defect at Minories Junction was unresolved by the start of traffic on **Thursday 3 July** and thus the District Line remained suspended between Tower Hill and Whitechapel with special ad-hoc services either side. Furthermore, the Richmond branch was suspended for a time in the morning because of a Network Rail track circuit failure at Gunnersbury. At 08.00, it was noted that there were 31 trains in service on the District Line out of a peak schedule of 72. The Circle and Hammersmith & City lines were able to operate a near-normal service from 06.30. Later in the day, it was necessary to prepare for the repair of the points during non-traffic hours and to that end services were suspended from 13.00 to 13.50 as follows:

- District Line: Tower Hill – West Ham
- Hammersmith & City Line: East of Moorgate.
- Circle Line: In its entirety.
- Metropolitan Line: Baker Street – Aldgate.

A person trackside at Chalfont & Latimer at 10.55 caused a 30-minute delay to Amersham and Chesham trains. A fire alarm activation necessitated the closure of Farringdon station from 17.35 to 19.50. A track circuit failure caused by flooding in the flyunder west of Northfields suspended the Piccadilly Line west of the station from 23.15. Once non-working pumps had been reset, services resumed at 00.45 to the remaining late last trains. Northbound Metropolitan Line trains non-stopped Finchley Road from 23.05 until 23.45 because of passenger action. Stations closed for a lack of staff were Hyde Park Corner (before 06.20), Chancery Lane and Pimlico (both after 22.30), while Mornington Crescent went exit only after 22.30 because of staffing issues.

At the close of traffic on Thursday and in the early hours of **Friday 4 July** at around 01.15, a fire broke out in the arches under the viaduct west of South Harrow (see opposite), which involved exploding gas cylinders. Whilst the fire was under control by 04.00 and subsequently out by 06.00, an inspection of the area from track level resulted in no Piccadilly Line service west of South Harrow from the start of traffic, with a reduced service between there and Acton Town until mid-morning. Later in the day, it was deemed safe to run with a 5 mph speed restriction over the affected section and services resumed west of South Harrow at 19.30.



**Left:** The fire at its height close to Roxeth Green Road

**Photo:** Courtesy *The Independent*

All SSR services serving the Aldgate triangle were able to operate normally from the start of traffic, following the repair to the pointwork at Minories Junction (q.v.). At 08.15, a signalling problem caused a 30-minute delay to and from Mill Hill East, with a shuttle service in consequence until 11.10. For the problem to be rectified, the service north of Archway was suspended from 11.10 to 11.45 with normal timetabled running thereafter. A further 25-minute delay occurred from 15.20 because of a track fire between Finchley Central and West Finchley.

A person trackside at Farringdon at 15.45 suspended all three SSR services through the area until 16.20 with two trains stalled between stations for the duration. Mornington Crescent began the day in exit only mode because of staff not qualified in dealing with lift equipment in the event of problems (q.v.), while stations closed for a lack of staff were Chancery Lane and Pimlico (both before 07.20), Chalk Farm (before 09.40), Mornington Crescent (14.50 to 23.05), Holland Park (18.10 to 23.20), Archway (21.05 to 21.40) and Tufnell Park (after 22.45 and through Night Tube). During Night Tube in the early hours of

Transport for London i

**No District line service between Tower Hill and Whitechapel**

**Thursday 3 July**

This is due to a track fault at Tower Hill. There are also severe delays on the rest of the District line. Please use other routes where possible.

There is ticket acceptance on London Buses, c2c, Elizabeth line, London Overground and South Western Railway services.

We apologise for any inconvenience to your journey.

Please check before you travel at [tfl.gov.uk](http://tfl.gov.uk)

To plan an alternative route, visit [tfl.gov.uk](http://tfl.gov.uk), download the TfL Go app or scan the QR code

**MAYOR OF LONDON** **TRANSPORT FOR LONDON** QR

**Photo: Kim Rennie**

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Saturday morning, East Acton station closed at 02.35 for police investigative work following a passenger altercation.

**Saturday 5 July** is summarised thus:

- East Acton station reopened at 04.40 (q.v.).
- Bakerloo Line suspended south of Queen's Park 06.00 to 07.15 – track circuit failure at Paddington. One southbound train stalled approaching Paddington was authorised to return to Warwick Avenue by 06.25.
- A reduced service on the Central Line for much of the day because of a shortage of control room staff, with one third of the service cancelled at one stage.
- Southwark station closed from 10.55 to 13.55 – fire alarm activated, along with Swiss Cottage from 12.25 to 12.55 for the same reason.
- Piccadilly Circus station closed as necessary because of the Pride event but also from 12.35 until 13.35 because of a local power failure.
- Signal failure at Hampstead at 13.40. Edgware branch of the Northern Line suspended until 15.55. Two trains were stalled approaching Hampstead (one in each direction) for 30 minutes.
- Network Rail track circuit failure at South Kenton from 19.30 with a reduced service north of Queen's Park in consequence. The timetabled service to Harrow & Wealdstone resumed at 22.20.
- Stations closed for a lack of staff were Lancaster Gate (before 07.45 and from 16.00 and through Night Tube), Chalk Farm (09.05 to 11.20), Tufnell Park (through Night Tube until 09.45), Chancery Lane (after 14.30 and through Night Tube), Elm Park and Ruislip Manor (both after 22.00).



The only incident of note on **Sunday 6 July** was a northbound Bakerloo Line train which stalled at Edgware Road, suspending the service on the whole LU section from 10.15 to 10.55. The Bakerloo, Circle, Hammersmith & City, Jubilee, and Northern lines continued to suffer with Train Operator cancellations and the Central Line because of a lack of control room staff. Stations also suffered from a continuing lack of staff with the closures being Chancery Lane and Lancaster Gate (both through Night Tube and both throughout the day), Borough (before 08.20), Caledonian Road (15.15 to 15.45), Holland Park (after 18.30), Mornington Crescent (22.15 to 22.50) and Hyde Park Corner (after 23.45).

This poster (*Left*) says it all for Monday 7 July.

**Photo: Kim Rennie**

**Monday 7 July** began with a track circuit failure at Putney Bridge, which was close to the Network Rail boundary, thus resulting in a much reduced District Line service west of Parsons Green through until 13.40, thus disrupting Wimbledon tennis traffic yet again. During this time, the

service was suspended on the Wimbledon branch completely from 11.25 to 12.00 because of a passenger action incident at Parsons Green. Points failing in London Road Depot from 06.50 suspended the Bakerloo Line completely on the LU section south of Queen's Park until 07.25 and then again from 10.15 to 10.40. In the meantime, a track circuit failure at Warwick Avenue from 07.45 set the line back into severe delays mode until cleared at 09.00. In consequence, the service was suspended south of Waterloo from 23.30 until the end of traffic so that trains could stable with minimal issues in London Road Depot and then repairs effected. A fire in a building close to Brixton station necessitated the Victoria Line being suspended south of Victoria from 10.20, with smoke entering ventilation shafts and the station. Following the fire being brought under control, the service resumed as far as Stockwell, with trains running empty between there and Brixton until 14.20. Stations closed for a lack of staff were Hyde Park Corner (before 06.15), Pimlico (before 06.50 and after 22.15), Chancery Lane (before 07.10), Mornington Crescent (after 22.15) and Covent Garden (after 22.30). There were also seven stations closed for short periods (variously 15-20 minutes) for the same reason.

**Tuesday 8 July** offered the following:

- Non-communicating outer rail Circle Line train at Paddington at 06.15 causing an initial 25 minute delay while the train limped to Edgware Road. The District Line was suspended east of Edgware Road until 08.40 until the defective train in the platform was worked to Edgware Road siding.

- District Line suspended Tower Hill – Barking, Hammersmith & City Line suspended east of Moorgate and outer rail Circle Line suspended from 07.40 to 09.35 (Hammersmith & City Line until 10.20) – person under an eastbound train at Mile End. Three trains were stalled between stations for between 40 and 60 minutes.
- Central Line suspended Marble Arch – Leytonstone 08.40 to 09.30 – defective eastbound train at Bond Street. The train was moved in restricted manual to Liverpool Street sidings by 09.30.
- Northern Line suspended north of Colindale 16.20 to 17.00 – track fire at Edgware.
- Swiss Cottage station closed 19.35 to 20.15 – fire alarm activated.
- West Finchley station closed 21.10 to 22.10 – passenger action.
- Track circuit failure eastbound at Stratford from 23.30 with severe delays until the end of traffic, the last eastbound train passing Leytonstone 55 minutes late at 01.50 and still under failure conditions.
- Station closures for a lack of staff were Pimlico (before 07.10), Totteridge and Covent Garden (both before 07.15), Mornington Crescent (before 15.20), Lancaster Gate (before 20.05), Stockwell (after 22.40), Vauxhall and Pimlico (both after 22.50). The last three closures required Victoria Line trains to run non-stop between Victoria and Brixton.

**Wednesday 9 July** began with Victoria Line trains running non-stop between Brixton and Victoria because of the closure of Stockwell, Vauxhall and Pimlico stations for a lack of staff. Vauxhall opened at 07.10, Stockwell at 07.35 and Pimlico at 08.20, this last also closing again at 22.20 for the same reason. Other stations closed for staffing issues were Edgware Road Bakerloo (07.00 to 07.35) and Chancery Lane (before 07.35 and after 21.55). Operationally, the Central Line continued with the previous evenings track circuit failures at Stratford unresolved and ongoing, with a reduced service operating through the area under failure conditions. However, suspensions between Liverpool Street and Leytonstone took place from 07.25 to 08.00 and again from 11.05 to 11.35, the latter resulting in a successful fix. A track fire at Colindale suspended the Northern Line north of Golders Green from 17.55 to 18.35. A Network Rail signal failure at Harlesden suspended the Bakerloo Line north of Queen's Park from 20.00 to 22.10.

**Thursday 10 July** was as follows:

- Stations closed for a lack of staff were Stockwell (before 06.50 and after 22.30), Chancery Lane (before 07.20 and after 21.30), Pimlico (before 07.25 and after 22.30), Covent Garden (18.25 to 23.20) and Lancaster Gate (after 21.30).
- Signal failure at Clapham South from 09.10 with severe delays on the Northern Line, culminating with a suspension south of Kennington from 10.05 to 10.35.
- Victoria Line suspended south of Victoria 09.15 to 09.45 – smell of burning at Stockwell.
- Track circuit failure west of Hanger Lane Junction. District Line suspended to Ealing Broadway, Piccadilly Line suspended Acton Town – Uxbridge, both from 09.45. The points were secured in favour of the Piccadilly Line, with the service resuming at 12.20. A further suspension took place from 15.35, with both lines resuming at 16.35.
- Edgware branch of the Northern Line suspended 13.25 to 15.10 – points failure at Golders Green.
- Bakerloo Line suspended north of Stonebridge Park 15.00 to 16.05 – Network Rail signal failure at Harrow & Wealdstone.
- Metropolitan Line suspended Chalfont & Latimer – Amersham from 16.45 to 20.25 – signal failure at Amersham
- Track fire at Hammersmith C&H with both lines suspended west of Edgware Road from 19.00 to 19.55.
- Central Line suspended White City – Liverpool Street 21.30 to 22.45 – person under an eastbound train at Chancery Lane. After the incident concluded, Chancery Lane remained closed because of a lack of staff.
- Points failure at Whitechapel at 21.55 – District Line suspended Tower Hill – West Ham, Hammersmith & City Line suspended east of Moorgate and Circle Line suspended completely, all until 23.45.

On **Friday 11 July**, five lines started up 40 minutes late because of a late finish to overnight engineering work – at Wembley Park (Metropolitan and Jubilee lines), Victoria (District and Circle lines) and Kennington (Northern Line). A Network Rail track circuit failure at Kensal Green suspended the Bakerloo Line north of Queen's Park from 07.25 until 09.25. There were three track fires, two of them

causing significant delays<sup>1</sup>. The first was on points between Hammersmith and Barons Court at 15.20, which suspended the Piccadilly Line between Acton Town and King's Cross and the District Line west of Earl's Court to Ealing and Richmond. One eastbound District Line train was stalled for 25 minutes approaching Ravenscourt Park with all other trains blocking back held in platforms. Such was the blocking back on the Piccadilly Line, that the 1938 Stock special was held in the platform at Heathrow T2&3 on its way back to Northfields. The District Line resumed at 16.10 and Piccadilly Line at 16.40. The second track fire incident was between Gloucester Road and Earl's Court at 16.40, suspending the District Line west of Embankment and the Circle Line via the District Line side. Whilst clear at 17.15, service resumption was delayed until 17.45 by a non-communicating train in the area. During Night Tube, Waterloo LU station was closed from 02.40 to 03.30 because of a fire alarm activation in an escalator machine room with the Northern and Jubilee lines non-stopping. Also during Night Tube, Victoria station closed from 03.50 to 04.30 because of a fire alarm activation. Stations closed for a lack of staff were Wanstead (before 06.00), Chancery Lane (before 07.00, after 22.00 and through Night Tube), Lancaster Gate (before 07.10, after 01.30 and through Night Tube), Stockwell (before 07.20), Pimlico (before 07.45), Holland Park (before 07.55, after 00.50 and through Night Tube), Chalk Farm (15.15 to 16.55) and Mornington Crescent (16.15 to 23.30).

Points failing at High Street Kensington from the start of traffic on **Saturday 12 July** prevented the Circle Line from starting up and also the District Line between High Street and Edgware Road. The District Line was able to begin service to Edgware Road at 08.30 and the Circle Line from 09.25. A trackside fire at East Putney suspended the District Line west of Parsons Green from 13.20 to 14.00. Thereafter, because of a lack of Train Operators, the Olympia service was suspended from 15.20 for the rest of the day. Another track fire occurred at Morden at 13.25, suspending the Northern Line south of Tooting Broadway until 14.10. A fire within a tenant's premises caused King's Cross LU station to close from 14.20, with all lines non-stopping until 16.45. Station closures for a lack of staff were Lancaster Gate (through Night Tube until 07.20, from 01.25 and through Night Tube), Chancery Lane (through Night Tube until 07.30, from 20.50 and through Night Tube), Holland Park (through Night Tube until 07.35, from 21.55 and through Night Tube), Grange Hill (06.05 to 15.00) and Pimlico (19.10 to 23.20).

On **Sunday 13 July**, Bounds Green station closed from 05.05 until 05.40 because of escalator defects. Stations closed for a lack of staff were Holland Park (through Night Tube until 07.20), Chancery Lane (before 07.20 and after 17.40), Lancaster Gate (through Night Tube until 16.20 and after 21.30), Great Portland Street (before 08.20), Goodge Street (after 18.15), Covent Garden (after 18.45) and Oakwood (after 23.55). At 11.15, points failing at Camden Town set the Northern Line into severe delays straight away, with various periods of track access taken to try and resolve the issue. Initially, southbound trains from the Barnet branch worked via the City and trains from Edgware via Charing Cross. From 13.50 and for the rest of the day, the southbound service pattern was reversed to be Barnet branch trains via Charing Cross and trains from Edgware via the City.

**Monday 14 July** began with the Northern Line being suspended from the start of traffic between Camden Town and Battersea Power Station via Charing Cross because of unsafe cabling and incomplete track renewal in the Warren Street area. Services began at 08.00 with notable disruption until the afternoon. A track fire at Queensbury at 15.40 suspended the Jubilee Line north of Wembley Park until 16.25. A smell of burning on the Waterloo & City Line at Bank at 17.20 suspended the service until 18.00, with other lines non-stopping for the duration. Station closures for a lack of staff were Chancery Lane (before 06.20), Barbican and Covent Garden (both before 07.05), Tufnell Park (before 07.30), Goodge Street (before 07.50), Lancaster Gate (before 07.50 and after 21.40) and Hyde Park Corner (after 22.05).

**Tuesday 15 July** was as follows:

- Stations closed for a lack of staff were Hyde Park Corner (before 07.00), Lancaster Gate (before 08.00 and after 22.15) and Holland Park (before 07.25).
- Defective eastbound Central Line train at Bond Street at 07.05. Departed empty in restricted manual to Liverpool Street Sidings, causing a 45-minute gap through the road.
- Jubilee Line suspended north of Wembley Park 14.10 to 14.50 – track fire between Canons Park and Queensbury.
- The Northern Line's Edgware branch suspended 19.15 to 20.00 – track fire at Hendon Central.

<sup>1</sup> The third was at Ruislip Gardens, which caused a 15-minute delay to the eastbound Central Line service late in the evening.

- Track fire east of Plaistow at 23.55 with services suspended in both directions. The complicated nature of the incident was that the service remained suspended until the close of traffic with many stations closed anyway by then because of insufficient staff. Five westbound and 25 eastbound trains were affected, all of them being detrained in platforms and worked forward empty where necessary to make room for other trains stalled behind.

An eastbound non-communicating District Line train on the approach to West Kensington began proceedings on **Wednesday 16 July**. Services west of Earl's Court to Ealing and Richmond were suspended until clear at 06.45. The main event of the day, however, was a signal mains failure in the Harrow-on-the-Hill area at 06.40, reportedly caused by cable defects. Chiltern Railways services via the Metropolitan Line were suspended, as was the Metropolitan Line in its entirety and the Piccadilly Line west of South Harrow. This last was so that the Uxbridge branch could be cleared of Metropolitan Line trains, which were reversed east to west at Rayners Lane and sent to stable in Uxbridge Sidings. Once completed, the Piccadilly Line resumed to Uxbridge at 07.45. In the meantime, all Metropolitan Line trains south of Wembley Park were worked in turn to stable in Neasden Depot, thus reducing the potential for queuing C&H trains in the City area. Once this had been done, a limited shuttle service was implemented between Wembley Park and Aldgate. Two trains were stalled on the southbound main line, a Metropolitan Line train approaching Harrow North Junction and a Chiltern train to its rear. The latter was authorised to return wrong line to Moor Park to detrain, arriving at 08.05 (the first time for many years that a Chiltern train has called at Moor Park, albeit unplanned). The Metropolitan Line train then returned to Moor Park, arriving at 08.35, with two cars berthed in the platform to enable passengers to be detrained through them.

**Photo: LURS Collection**

It was then that a shuttle service was implemented between Watford and Amersham/Chesham via the North Curve while investigations into the problem continued. Services resumed with normal signalling at 11.45, but it took until the tail end of the evening peak for the service to be near normal. Dagenham Heathway station closed at 21.50 until the end of traffic at the request of the police following an altercation close to the station. Stations closed for a lack of staff were Bayswater (before 06.15) and Lancaster Gate (before 08.40 and after 22.00).





**Above:** 66.735 ('Peterborough United') leading and passing Glinton Junction (near Peterborough) with 6X21 16.00 from Goole (Siemens) to Ruislip Depot with 2024 Tube Stock train 4 in tow on 16 July 2025. 66.766 ('Gail Richardson') brings up the rear. It arrived the following morning at West Ruislip and was then shunted into Ruislip Depot.

**Photo:** Jason Cross

The Central Line was unable to start up between Hainault and Leytonstone on **Thursday 17 July** because of signalling issues at Newbury Park, with services beginning at 08.00. Escalator defects caused Oval station to operate exit only from 16.05 to 18.35, then closed completely until 19.30, then reopening as exit only until total closure from 22.30 until the end of traffic. The Uxbridge branch of the Metropolitan Line and Piccadilly Line west of South Harrow were suspended from 17.00 because of points failing at Rayners Lane. Two westbound trains were stalled approaching the converging junction, which were authorised to return to South Harrow (17.30) and West Harrow (17.45). Services resumed at 18.15. At 20.10, points failing at Hanger Lane Junction suspended the District Line to Ealing Broadway and the Piccadilly Line between Acton Town and Uxbridge. With a defect on the points themselves, they were secured in favour of the District Line with services to Ealing resuming at 22.35 – one empty Piccadilly Line was diverted to Ealing Broadway as it had nowhere else to go, with the Piccadilly Line to Uxbridge suspended until the end of traffic. The day ended with a person under a northbound Victoria Line train at Finsbury Park at 00.40. The last two trains to the rear were held in platforms until the all-clear at 01.30 but non-stopped Finsbury Park. The only station closure for a lack of staff was Lancaster Gate, before 07.45 and after 22.00.

On **Friday 18 July**, a power supply failure at London Bridge, which affected the signalling on the Northern Line from the start of traffic, resulted in the service between Moorgate and Kennington being unable to start up until 08.00. A person trackside at Farringdon at 10.55 suspended the Metropolitan Line into the City, the Hammersmith & City Line east of Edgware Road and the Circle Line in its entirety. The District Line was also suspended east of High Street Kensington because of the traffic jam of C&H trains at Edgware Road. Once the offender had been located at King's Cross disused station, the service was able to resume at 12.10. Two eastbound trains were stalled, one until 11.55, the other for the duration. The Northern Line was suspended north of Golders Green from 17.15 to 18.00 because of a track fire at Burnt Oak. Passenger action on the westbound platform at Euston Square at 21.50 caused a 25-minute delay, a westbound Metropolitan Line train safely stopping short. Station closures for a lack of staff were Leicester Square (before 06.00) and Lancaster Gate (before 08.55 and 18.30 to 24.00). Oval station also closed from 13.10 to 14.30 because of ongoing escalator defects.

The only operational incident of note on **Saturday 19 July** was arcing on the track on the southbound at Kilburn Park at 12.10 with services suspended between Queen's Park and Paddington until 13.00 and again from 15.05 to 15.25 – a porcelain current rail insulating 'pot' was replaced. Apart from the

usual issues with a lack of Train Operators (on the Bakerloo, Jubilee, Metropolitan and Victoria lines), the rest of the day was 'stations'. Sloane Square closed from 10.01 to 11.05 (defect with fire detection equipment) and Vauxhall from 11.20 to 12.55 (escalator defects), while stations closed for a lack of staff were Holland Park from 22.10 and Chancery Lane from 22.15, both into Night Tube.

Stations closed for a lack of staff on **Sunday 20 July** were Chancery Lane (through Night Tube and throughout the day), Bethnal Green (from 06.30 and throughout the day), Gants Hill (from 06.30 to 10.35), Holland Park (through Night Tube until 07.00), Pimlico (after 22.15) and Mornington Crescent (after 22.50). Mile End station closed at 23.45 until the end of traffic at the request of the police. Passenger action at Blackhorse Road at 06.45 necessitated the Victoria Line to be suspended north of Seven Sisters until 06.45. Points failing at North Greenwich at 13.40 suspended the Jubilee Line east of Canary Wharf until 15.05. One westbound train was stalled approaching North Greenwich, which was authorised to return to Canning Town by 14.40.

On **Monday 21 July**, Mile End station remained closed until 10.30 following a passenger altercation late the previous evening (q.v.). The Metropolitan Line was unable to start up south of Harrow-on-the-Hill until 06.35 because of a defect on points at Wembley Park. A track circuit failure at Wood Green suspended the Piccadilly Line east of King's Cross from 08.55 to 11.55. Trains were moved as necessary to prevent them being stalled in tunnels with passengers. During the evening, a fallen tree in the Gunnersbury area at 20.10 suspended the District Line's Richmond service until 22.05. Stations closed for a lack of staff were Pimlico (before 06.50 and after 22.15), Chancery Lane (before 07.15 and after 22.30) and Bethnal Green (after 22.30).

Station closures for a lack of staff continued unabated on **Tuesday 22 July** and included Pimlico (before 07.05), Chancery Lane (before 07.40 and after 22.30), Bermondsey (after 21.40), Lancaster Gate (after 21.45) and Hyde Park Corner (after 21.50). A person under a southbound Northern Line train at Charing Cross at 08.25 suspended the southbound Northern Line via Charing Cross and also between Kennington and Battersea Power Station, all until 12.05, such was the nature of the incident. A person trackside at Harrow-on-the-Hill at 10.30 suspended the Metropolitan Line throughout until 11.25 with the offender subsequently being intercepted at Preston Road.

The only notable incident on **Wednesday 23 July** was a defective southbound train at East Finchley at 16.40, which was unable to move. Services were initially suspended between Finchley Central and Camden Town later throughout the Barnet branch. An assisting train was moved from Archway siding into the southbound platform and sent wrong line to East Finchley, coupling up to the defective train at 21.25. The 12-car was moved, still wrong line, to Finchley Central north siding, arriving at 22.10. Once uncoupled, the assisting train then departed southbound at 22.30. With the problem having been resolved, a train on the southbound at Finchley Central at 22.35 was found unable to move, keeping the service suspended. The following train, which had been held at West Finchley, was authorised forward to assist the train by coupling up so as to build up air and be on standby for another push out. Later, the train was able to move in restricted manual but gained normal speed south of the station, then running empty to Morden Depot. A very disrupted service resumed at 23.45. Station closures for a lack of staff were Pimlico (before 06.00), Hyde Park Corner (before 07.00) and Lancaster Gate (before 07.25).

on **Thursday 24 July** because of a suspicious item. A loss of signalling control at Camden Town suspended Northern Line services through the area from 13.30 to 15.00, with multiple trains becoming stalled and non-communicating. Service recovery was hampered by a track fire on the northbound Charing Cross branch at Euston causing a suspension of that branch from 20.00 to 20.40. Prior to that, a person on the track at West Ruislip at 15.25 suspended the Central Line west of Ruislip Gardens, but with a much reduced service between there and North Acton in consequence. Passengers on the arriving incident train, which had stopped short, were detrained via the leading car onto the platform and across the staff footbridge to the station car park. Services resumed at 19.45, such was the complexity of the incident. A defect with the platform edge doors at Westminster at 18.20 delayed the Jubilee Line on the extension – four trains were stalled between stations for between 20 and 25 minutes. The only station closed for a lack of staff was Lancaster Gate (after 22.05). Other station closures were Waterloo LU, closed from 05.35 to 06.05 (security alert) and Knightsbridge from 15.45 to 16.15 (local power failure).

**Friday 25 July** began with a late start to District Line services at the east end of the line because of a late finish to overnight track work at Upney. Services west from Upminster began at 05.40, some 50

minutes late. A failure of the northbound home signal to Watford suspended the Metropolitan Line between there and Moor Park from 14.40 to 16.35. One train stalled approaching Watford was authorised to return to Croxley, arriving at 15.20. A Network Rail signal failure just north of Queen's Park suspended the Bakerloo Line to and from Stonebridge Park/Harrow & Wealdstone from 15.45 to 16.30. Stations closed for a lack of staff were Pimlico (before 05.55), Highgate (before 05.55), Borough (before 06.45), Chancery Lane (before 06.55), Lancaster Gate (before 07.40). Also closed were Tottenham Court Road (08.45 to 09.15) and Paddington (19.25 to 20.00), both having fire alarms activated, along with Knightsbridge (17.10 to 17.55) because of a local power failure.