

UNDERGROUND DIARY

OCTOBER 2018

Monday 1 October began with a signal failure on the eastbound approach to Acton Town from 11.30, resulting in eastbound Piccadilly Line trains being routed via platform 4. The failure was intermittent but during investigations two trains were stalled approaching the station for 20 and 25 minutes. A track circuit failure at Harrow-on-the-Hill from 18.15 prevented the starting signal from platform 3 clearing and in consequence trains for Amersham and Chesham were routed via platform 1, with the Watford service suspended between Harrow and Northwood until 22.20.

The only notable incident on **Tuesday 2 October** was a signalling problem at Morden from 18.30, initially causing delays to the service, but suspended south of Stockwell from 19.25 until 20.35.

On **Wednesday 3 October**, a multiple signal failure at Amersham from 18.45 suspended the Metropolitan Line and Chiltern Railways north of Rickmansworth. Two trains were stalled between stations, that approaching Chalfont & Latimer for 35 minutes and that approaching Amersham for 70 minutes. Services resumed at 20.15.

Lift defects at Godege Street necessitated the station's closure from 06.40 to 08.15 on **Thursday 4 October**. A failure of the Connect radio system at 17.00 affected a number of lines, with the Bakerloo being the worst affected. At 18.20 the whole line was suspended until 19.55, from when services resumed with an average of ten trains cancelled for the remainder of the day.

The Central Line strike on **Friday 5 October** will be covered separately below but the lack of the Central Line, especially through the central area, impacted on a number of stations at peak times, with closures as necessary to prevent overcrowding. Later in the day, a westbound Jubilee Line train had door problems at West Ham at 16.05 caused a 15-minute delay while, also at West Ham, a SPAD by an eastbound District Line train at 20.05 resulted in a 30-minute stand while the incident train was set back behind the signal. One train was stalled between Bromley-by-Bow and West Ham for the duration of the incident.



Above: Underground strikes often give the opportunity for 'bus rallies' – over some sections of the line only, of course. This invariably includes vintage vehicles and on Friday 5 October, 'pre-war' RT8 was of those buses used as an 'extra' on route 25, seen at Stratford.

The Central Line strike is summarised as follows:

CENTRAL LINE

With the strike being applicable from 00.01 to 23.59 On Friday 5 October, there was no service at all until 08.30 when a two-train White City – Ealing Broadway shuttle began. This reduced to just one train from 10.20, which remained the case until 19.00, when a second train was put into service. This was short-lived, however, as this service ended by 22.15. At the east end of the line, there was no service until 09.25 when four-trains began running between Woodford and Liverpool Street.

Photo: Steve Few

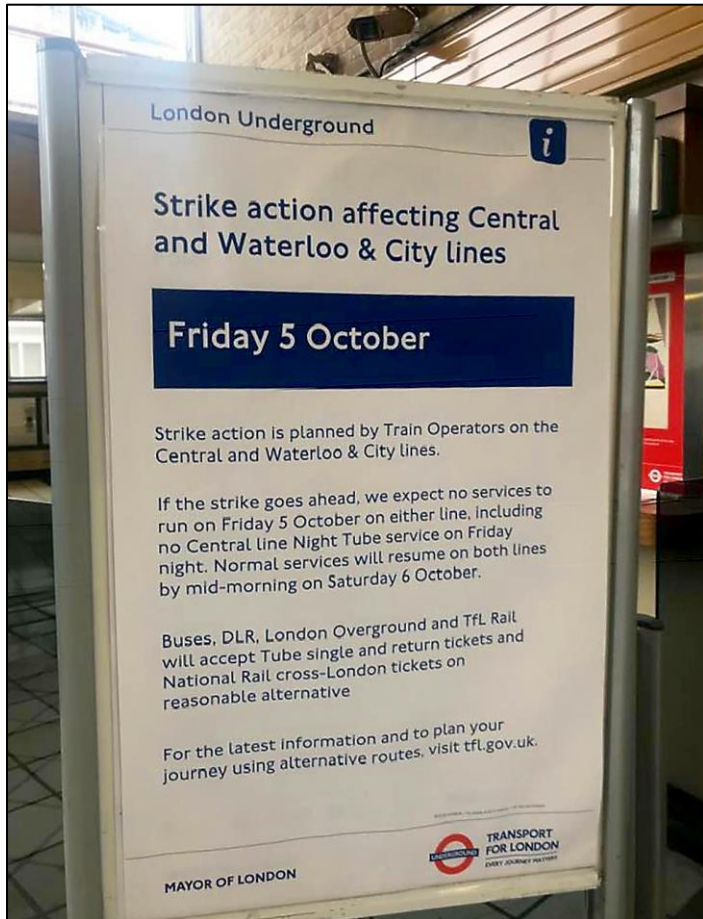
By 12.00 this was reduced to three trains between Leytonstone and Liverpool Street. Because of the impending evening peak, this service was amended to operate between Leytonstone and Loughton as three trains wouldn't be able to cope with rush hour crowds closer to central London. This service ended at 22.15. There was no Night Tube Service on Friday night/Saturday morning with services resuming from the start of traffic. However, as several early-morning trains on Saturday 6 October were scheduled

to be operated by night crews, 12 trains remained cancelled at 06.00. The situation improved over the next couple of hours, with a full service by 09.00.

WATERLOO & CITY LINE

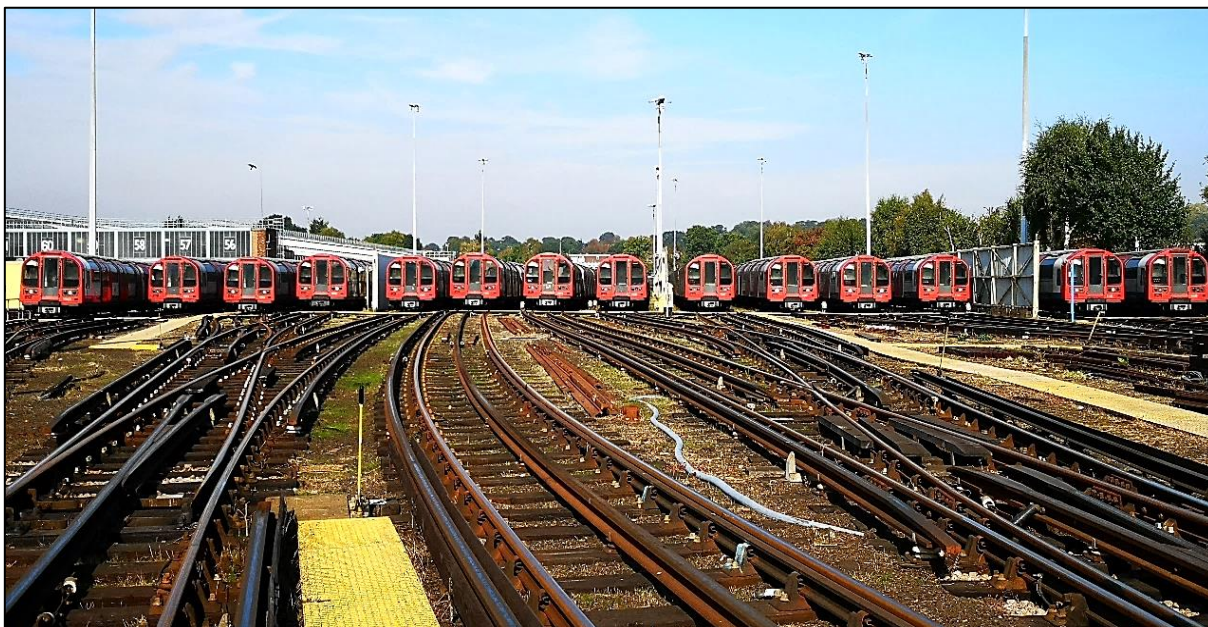
A limited two-train service began at 07.00, increasing to three trains from 07.20. This remained the case until 10.00, when the service was suspended, with no Train Operators available.

Although there was no information to the contrary, it appears that there was some sort of service later in the evening but details of this, if indeed there was, is inconclusive.



Above: Two posters issued because of the Central Line Train Operators' strike on Friday 5 October 2018. Both could have done with better proof-reading. (Left) in the title, a 'the' wouldn't have gone amiss between 'affecting' and 'Central', and at the end of the third paragraph – "... tickets on reasonable alternative ..." ('routes', maybe?). (Right) First paragraph – "... to connect with to London Overground ..." (a surplus 'to').

Both photos: LURS Collection



Left: Hainault Depot on Friday 5 October 2018, looking 'north' towards Grange Hill with a 'full house' of 1992 Tube Stock trains.

Photo:
Trevor Wright

In Night Tube hours on **Saturday 6 October**, a defective eastbound Piccadilly Line train at Holborn caused a 25-minute delay from 02.30. A signal failure at Arnos Grove from 13.20 suspended the Piccadilly Line variously east of King's Cross or east of Wood Green. Although no trains were stalled, progress was slow to say the least with 20 trains (out of the scheduled 57 – reduced because of weekend engineering work) cancelled in consequence. Services resumed at 15.40.

Following the signalling problems at Arnos Grove the previous afternoon, the Night Tube service on the Piccadilly Line was suspended east of Wood Green from 03.00 to 03.35 while engineers made a permanent fix. A signal failure at South Harrow from the start of traffic on **Sunday 7 October** suspended the Piccadilly Line's Rayners Lane branch from the start of traffic until 07.30. An eastbound Metropolitan Line train stalled arriving at King's Cross at 09.20, bringing that and the Circle Line to a stand. Once movement had been obtained the train departed empty in restricted manual mode to Moorgate bay platform, arriving at 09.50, creating a 25-minute gap 'through the road'.

Monday 8 October was uneventful until 18.15 when an outer rail (westbound) Central Line stalled in the platform at Newbury Park. Movement in restricted manual was only possible and the train reached Leytonstone at 18.55, resulting in a 30-minute suspension of service. A SPAD involving a southbound train at Watford East Junction at 20.20 suspended the Watford branch of the Metropolitan Line until 20.55. The incident train was authorised to set back behind the signal.

SSR services through Edgware Road were suspended from 06.45 to 07.25 on **Tuesday 9 October** because of points failing. Three trains were stalled between stations throughout. The only other problem was a 25-minute delay on the Bakerloo Line north of Stonebridge Park from 07.15 because of a track fire at Kenton.

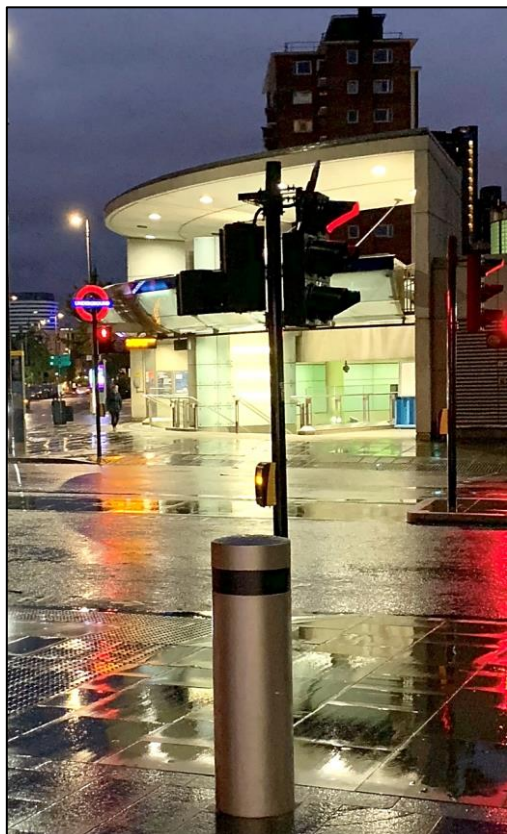
Wednesday 10 October is summarised thus:

- Bakerloo Line suspended on LU section (south of Queen's Park) 06.25 to 07.05 – person under a southbound train at Marylebone.
- Bakerloo Line suspended south of Paddington from 10.55 to 11.25 – defective southbound train at Piccadilly Circus. The train was detrained and returned to Stonebridge Park Depot.
- Defective eastbound Piccadilly Line train at Holborn at 11.35 with door closure problems. Having detrained, it departed to Russell Square where it was intercepted by technical staff. The delay 'through the road' was 30 minutes.
- Metropolitan Line suspended Harrow – Uxbridge and Piccadilly Line west of South Harrow from 16.15 – police chasing a suspect who had gone trackside. Services resumed at 17.30 with one eastbound Piccadilly Line train stalled between Eastcote and Rayners Lane for the duration.
- Signal failure Westminster westbound Jubilee Line from 19.05. Service suspended London Bridge – Green Park until 20.00. Two trains were stalled between stations, one approaching Canada Water for 30 minutes and one approaching Canning Town for 20 minutes.

Most of the problems on **Thursday 11 October** took place during the morning, beginning with a points failure at Uxbridge from 07.10. The Metropolitan Line went into 'delays' mode but the Piccadilly Line was suspended west of Rayners Lane until 08.05. A repeat signal failure at Westminster on the westbound Jubilee Line from 07.50 resulted in separate 20- and 15-minute delays and eight trains cancelled in consequence. Normal signalling was restored at 08.45. A defective eastbound Central Line train with door closure problems at Lancaster Gate at 08.25 caused a 25-minute delay 'through the road'. The Piccadilly Line, recovering from the earlier points failure at Uxbridge, was again in trouble because of two concurrent but separate incidents from 08.50. At 08.50 a person on the track at Earl's Court (District Line) and a person under a westbound District Line train at Chiswick Park suspended the District Line west of Embankment and the Piccadilly Line west of Hammersmith. Once the person at Earl's Court had been removed from the track, the District Line service resumed Embankment to Richmond but remained suspended between Turnham Green and Ealing Broadway. Services resumed at 09.50 but with 19 Piccadilly Line trains cancelled. Service recovery on the Piccadilly Line was hampered by train crew displacement and late running, timetable normality not being achieved until after the evening peak.

On **Friday 12 October** a track fire at Brixton suspended the Victoria Line south of Victoria from 07.30 until 08.00. Two trains were stalled between stations throughout, one approaching Brixton, the other approaching Stockwell. A further suspension south of Victoria took place from 09.10 to 09.35 because of train 'gapped' (off current) approaching Brixton. A signal failure on the westbound between Rayners

Lane and Eastcote from 12.00 resulted in Metropolitan Line trains working through under failure conditions, but the Piccadilly Line suspended west of Rayners Lane until 13.25.



Left: With the end of the long run of good weather, a typical autumnal scene is seen outside Southwark Underground station on the Jubilee Line. The persistent rain, however, caused no problems on the Underground network.

Photo: Marco Williamson

Saturday 13 October was without any notable events although there a number of minor delays network-wide.

During Night Tube early on **Sunday 14 October**, a defective train stalled two cars into the tunnel departing Knightsbridge on the eastbound at 01.55, causing a 20-minute delay. With the delay ongoing, two passengers exited the train through the communicating doors and over the inter car barriers. The only other problem during the day was a national grid power surge at 14.35 which caused a number of problems throughout the network, summarised as follows:

Services suspended – Metropolitan Line south of Harrow-on-the-Hill until 15.45. Six northbound trains stalled Finchley Road – Neasden and four Metropolitan Line trains stalled Wembley Park – Neasden, all for the duration of the incident. Service recovery was protracted because of a subsequent points failure at Watford South Junction from 17.35. Until the end of traffic, Amersham and Chesham trains were diverted via the 'main' lines instead of

normal running via the local lines and 'local' stations between North Harrow and Northwood were left served by Watford trains only.

Services delayed – Central Line – multiple track circuit failures both roads at Notting Hill Gate with train working through under failure conditions and 11 trains cancelled in consequence. Hammersmith & City, Circle and District Line (east of High Street Kensington) delayed because of computer signalling problems at Baker Street and Piccadilly Line because of Metropolitan Line congestion on the Uxbridge branch.

Metropolitan	Severe delays Minor delays	+
Piccadilly	Minor delays	-
<p>Piccadilly Line: Minor delays between Acton Town and Heathrow only, In consequence of an signal failure in the Baker Street area. GOOD SERVICE on the rest of the line.</p>		

Left: Information disseminated during the power surge. Whilst there is no mention of the Metropolitan's suspension, and the delays to the Piccadilly Line's Uxbridge branch is appreciated (although not mentioned), one is left wondering how the Heathrow branch was affected by the Baker Street failure – perhaps we're missing the point somehow?

Photo: Brian Kemp

Stations closed – Hyde Park Corner until 14.55 and Paddington until 15.05 (both because of escalators tripping out).

Independent of the power surge, escalator defects necessitated the closure of St. Paul's station from 16.20 until 17.50.

On **Monday 15 October**, the Jubilee Line had a disturbed morning peak and after until midday because of points failing at Stratford from 06.40. There were a number of short suspensions while technicians investigated, with normal signalling restored by 11.50. A person ill on a westbound Piccadilly Line train at Hillingdon at 09.00 suspended the Metropolitan Line to and from Harrow and the Piccadilly Line west

of South Harrow until 09.40. A problem with masonry falling from the station ceiling on the eastbound platform resulted in eastbound trains non-stopping Bond Street from 12.20 to 15.00. A signal failure at Acton Town prevented Piccadilly Line trains from using westbound platform 2 from 11.45 with all trains diverted via platform 1 and sharing it with District Line trains. Of course, the 'quart into a pint pot' situation soon arose and the Piccadilly Line service thinned out in consequence until fixed at 14.30. At 15.30 two signals failing on the westbound at Ruislip caused the Piccadilly Line to be suspended west of Rayners Lane, with the Metropolitan Line continuing under failure conditions. With clear signals at 17.30, the Piccadilly Line resumed to Uxbridge at 18.20. It is reported that water ingress in the signal equipment room caused the failure. A District Line train stalled at Sloane Square at 17.40 because of door problems, causing a 25-minute gap on the eastbound, with two trains being stalled between stations throughout. At the east end of the line, a SPAD by a Hammersmith & City Line train in Barking Sidings at 19.00 resulted in the incident train being stalled 'gapped' (off current), suspending the District Line between Upminster and Barking and the Hammersmith & City Line east of Moorgate. Gap jumper leads were deployed with the incident train berthed back in the sidings at 20.20. Services resumed at 20.35. Two trains were stalled between stations, one between Upney and Barking throughout, the other approaching Upney until 20.05. The District, Circle and Hammersmith & City Line services never did recover with various degrees of cancelled trains and 'delays' until the end of traffic. Problems with bug infestation in Rickmansworth signal cabin resulted in no service north of Northwood to Amersham, Chesham and Watford from midnight until the end of traffic, while the cabin was fumigated.

A fire alarm activation at Holland Park station required Central Line trains to non-stop from 07.05 until 07.55 on **Tuesday 16 October**, this being caused by a fault on the detection equipment. A westbound District Line train with door problems caused a 20-minute westbound delay at Tower Hill from 08.55 with three trains stalled between stations for the duration. Another fire alarm activation required Euston LU station to close from 12.35 to 12.55 – burnt toast was suitably dealt with.

Wednesday 17 October was thus:

- Network Rail signal failure at Wimbledon from 06.50 with a reduced service west of Parsons Green in consequence. Service then suspended west of Wimbledon Park from 07.55 until 09.10.
- Further signalling problems at Westminster on the Jubilee Line from 07.40. Service suspended through the area until 08.15. Service recovery was hampered by a points failure at Stanmore from 09.25, initially restricting operations to one platform at the terminus, later increased to two from 10.45. Three-platform working resumed at 12.50.
- Defective northbound Metropolitan Line train approaching Finchley Road from 08.20 – service suspended south of Wembley Park until 08.45. The blocking back of northbound trains (with two trains stalled behind the incident train throughout) also impacted onto the Circle and Hammersmith & City lines back at Baker Street.
- Signal failure on the eastbound approach to Acton Town from the Rayners Lane/Ealing direction from 11.40. Two eastbound trains were stalled on the approach from 12.00, one until 12.40, the other until 12.45. Effectively there was no Ealing or Rayners Lane/Uxbridge service for that extended period.
- Points failure at Brixton from 11.55. Victoria Line suspended south of Victoria from 12.10. In the meantime, a train at Warren Street experienced multiple emergency alarms operated at 17.20, suspending the service south of Highbury (to Brixton). The service resumed Highbury – Victoria at 17.55 and Victoria – Brixton at 18.10.
- Signal failure Liverpool Street westbound SSR from 17.00. Metropolitan Line suspended into the City (until 18.15) with Circle and H&C services continuing under failure conditions with seven trains cancelled in consequence.
- Points failing at Watford South Junction from 18.35 – Metropolitan Line services to Amersham and Chesham suspended until 19.15. Two trains were stalled on the northbound 'main' throughout the incident.

Thursday 18 October was uneventful until 12.15 when a person under a southbound Jubilee Line train at Neasden suspended the Jubilee Line north of Willesden Green and the Metropolitan Line south of Wembley Park, both until 13.20. One Jubilee Line train was stalled approaching Neasden which was authorised to return to Wembley Park, arriving at 12.50. A person reported trackside between Paddington (Suburban) and Royal Oak suspended the Circle and Hammersmith & City lines between Edgware Road and Hammersmith from 20.40 until 21.15. Four trains were stalled between stations throughout.

An eastbound Piccadilly Line train became defective departing South Kensington at 08.55 on **Friday 19 October**, suspending the service between Acton Town and King's Cross (and onwards to Arnos Grove as the delay progressed). Services resumed at 09.35 with two trains having been stalled between stations for the duration. A westbound Jubilee Line train was unable to depart at normal speed from Southwark at 17.05. Once movement was gained, it departed to Waterloo, was detrained and reversed west to east. It then delayed the eastbound service, having further problems at London Bridge. Reaching the middle platform at North Greenwich at 17.55, services were then able to move freely.

Saturday 20 October was thus:

- Signal failure eastbound at Whitechapel from 07.15 – 20-minute delay.
- 20-minute suspension of the Waterloo & City Line from 09.25 – signal failure between Waterloo and Bank.
- Marble Arch station closed to incoming passengers 11.35 to 13.45.
- Hyde Park Corner station closed to incoming passengers 11.55 to 12.20.
- Green Park station closed 13.10 to 14.00.
- Signal failure at Woodford from 12.35. Services suspended through the area until 13.10 with three trains stalled between stations, each for roundly 20 minutes.
- Central Line suspended Leytonstone – Liverpool Street 17.35 until 18.00 – passenger action (hooliganism) at Bethnal Green.

} All three stations to prevent overcrowding in connection with the People's vote Brexit march.

In the early (Night Tube) hours of **Sunday 21 October**, Manor House station closed from 02.15 until 02.35 because of smoke drifting in from a fire close to the station. Problems with traction current on Network Rail's Wimbledon branch (west of Putney Bridge to Wimbledon) resulted in a reduced District Line service west of Parsons Green from 07.25. For the rest of the day, Wimbledon – Tower Hill/Barking trains reversed west to east at Parsons Green. The problem was suggested as being a single end current feed because of a weekend engineering possession at Wimbledon. A fire evacuation exercise in the shopping arcade at Hammersmith, District and Piccadilly Line trains non-stopped from 12.00 until 12.25. A lift stalled in the shaft at London Bridge, trapping those within from 14.45 until 16.05. A track circuit failure on the southbound at Wembley Park suspended the Metropolitan Line south of Harrow-on-the-Hill from 19.55 until 21.00. Services then resumed between Harrow and Wembley Park, but no further because of the planned closure for engineering work.

On **Monday 22 October**, a person was struck by a northbound Victoria Line train at Warren Street at 12.35, suspending the service between Victoria and Seven Sisters. Plans to reverse south to north at Highbury & Islington were thwarted because of the failure of the crossover points. Services resumed at 13.20 but the station remained closed until 13.40. Service recovery was hampered by football traffic at the Emirates Stadium and a number of trains had to non-stop Highbury & Islington between 18.40 and 19.30. A person ill on the station at Upney resulted in District Line trains non-stopping from 15.25 until 16.55. A person ill on a westbound Piccadilly Line train at Rayners Lane at 18.35 caused minimal delay for the Metropolitan Line but the Piccadilly Line was suspended west of South Harrow until 19.00.



Left: Also on 22 October, a fire between Neasden and Dollis Hill caused some minor disruption. Some Metropolitan Line trains were held but not the Jubilee. The fire was spotted at about 16.00 and the situation was assessed. The fire was either at the back of a bank or over the other side of it. There were no flames in the vegetation so it was most likely the other side of the bank and was safe to run. This view looks south on the Klondyke roads in Neasden Depot.

Photo: LURS Collection

Tuesday 23 October began with signalling problems at Euston on the southbound Charing Cross branch of the Northern Line from 05.50. After an initial 20-minute delay, a reduced service worked through the area under failure conditions until clear at 06.55. Sewage entering the ticket hall at Old Street necessitated closure of the station from 10.20 until 13.40. A westbound Central Line train came to a stand on departure from Hanger Lane at 17.15 with smoke from under the rear car, which suspended the service on the West Ruislip branch until 17.45. Passengers were detrained via the rear car, with the train then departing empty to Ruislip Depot. The activation of a fire alarm caused Green Park station to close from 00.20 until the end of traffic.

The Circle and Hammersmith & City lines started up late through Farringdon on **Wednesday 24 October** because of a track circuit failure at King's Cross. Services began at 05.35. What turned out to be a track fire on points at King's Cross (Piccadilly Line) at 17.45 necessitated the station's closure, as it was first thought to have originated from a train. The station reopened from 18.20, except for the Piccadilly Line side, which remained closed until 18.35.

A southbound Jubilee Line train became defective at West Hampstead at 07.55 on **Thursday 25 October** with compressor problems. It was detrained and put back into the siding, causing a 20-minute gap on the southbound, and eastbound onto the extension. A loss of signal control at Waterloo suspended the Waterloo & City Line from 11.15 to 12.00.

On **Friday 26 October**, a signalling problem on the northbound at Wembley Park from 09.40 resulted in a 20-minute stand north of Willesden Green. Mornington Crescent station closed from 10.15 until 10.45 and Caledonian Road station from 16.50 to 18.25, both because of a local power failure.

Saturday 27 October began in Night Tube hours with a passenger on the track at Finsbury Park westbound, incurring a 20-minute delay from 02.35. A signal failure at Queen's Park at 05.35 prevented the first southbound train from Stonebridge Park reaching the station until 06.00. One of the newly commissioned lifts at Victoria stalled in the shaft at 10.40, trapping those within until 11.35. At 15.35 a track circuit failure on the northbound local line at Northwood delayed the service, with trains working through under failure conditions. To ease the flow of trains through the area, northbound Amersham and Chesham trains were diverted via the northbound main line. A cable defect proved difficult to trace and this service pattern remained until the end of traffic.

In the early hours of Night Tube on **Sunday 28 October**, the southbound Northern Line was delayed for 20 minutes from 01.15 while a passenger was removed from the track at Embankment. A passenger collapsed on a train at Heathrow Terminal 5 caused a 30-minute suspension of the Piccadilly Line west of T2,3 from 03.40. Meanwhile, a passenger on the track at Finsbury Park caused a 20-minute delay from 04.00. A SPAD by a southbound Metropolitan Line train approaching Harrow-on-the-Hill resulted in a 20-minute delayed arrival from 08.00. At 09.25 a total signalling system failure occurred at Neasden Control Centre, bringing the whole Jubilee Line to a stand until fixed at 10.05. Another Network Rail power problem in the Royal Oak area suspended the Circle and Hammersmith & City lines between Edgware Road and Hammersmith from 11.50 because of passengers reported to be self-detraining from stalled main line trains. Once the situation was contained, the LU service resumed at 12.15. A defective southbound Bakerloo Line train stalled 'gapped' off current whilst stabling in the south shed at Queen's Park at 19.00, suspending the service between Queen's Park and Paddington until 19.25. Another defective train on the southbound at Willesden Junction suspended the service north of Queen's Park from 21.45. All doors were failing to close and necessitated manual closure, with services resuming at 22.30. A northbound Northern Line train was delayed for 25 minutes from 22.15 because of 'passenger action' at Elephant & Castle, requiring the train to be taken out of service. A person on the track at Barons Court brought the Piccadilly Line to a stand east of Acton Town on the eastbound at 23.10, with the eastbound District Line being held in platforms westwards from Hammersmith. Services on both lines resumed at 23.40 but Barons Court station remained closed until 00.05. The day ended with a passenger action incident in platform 5 at Wembley Park, resulting in southbound trains being diverted via the southbound fast until it was resolved at 01.00. One southbound train was stalled between Preston Road and Wembley Park for the duration.

Metropolitan and Piccadilly Line services were unable to start up through Rayners Lane from the start of traffic on **Tuesday 29 October** because the three-car Piccadilly Line Rail Adhesion Train became gapped off current at Rayners Lane Junction. Rail gap jumper leads were deployed to get the train moving. The Metropolitan began service at 06.10, as did the Piccadilly Line between Acton Town and South Harrow, running through to Rayners Lane and Uxbridge from 06.30. Also from the start of traffic,

Borough station remained closed until 07.30 because of insufficient staff. The Victoria Line and Great Northern side of Highbury & Islington station closed from 07.35 to 08.35 because of escalator defects, while Moorgate station closed from 08.15 because of a track fire on the Great Northern side of the station. LU services were able to stop from 08.45 but the Great Northern area remained closed until 10.20.

Tuesday 30 October began with a defective southbound Jubilee Line train at Queensbury from 05.50 unable to move, suspending the service north of Wembley Park. Once movement had been obtained, the empty train continued in restricted manual to Neasden Depot, arriving at 07.25 enabling services to resume but with 21 trains cancelled. In the meantime, a points failure at Tower Hill at 06.25 caused a 25-minute delay to the District and Circle lines. An eastbound Central Line train was unable to depart from Mile End at 09.25 with a loss of ATO codes. Stratford was reached at 09.45 where it was detrained and continued in restricted manual mode to Leytonstone, arriving at 10.05, creating a 30-minute gap 'through the road'. Warren Street station closed from 09.10. to 10.15 and again from 11.25 to 11.50, both because of local power failures. Points failing at Edgware Road from 18.35 suspended all SSR services through the area. Because of the blocking back of C&H trains, the Metropolitan Line was also suspended into the City. Services on all lines resumed at 20.00.

Wednesday 31 October may be summarised thus:

- Points failing in Stanmore Sidings from the start of traffic – seven trains cancelled in consequence.
- Two signals failing at King's Cross westbound SSR from the start of traffic. After an initial 40-minute late start, a limited Circle and Hammersmith & City Line service began under failure conditions but the Metropolitan Line suspended into the City. C&H subsequently suspended 07.50 to 08.35 while a cable was replaced.
- Points failing at Amersham from the start of traffic. Service suspended Amersham – Chalfont & Latimer until 06.30.
- Points failing at Edgware Road from 06.15. SSR services suspended through the area (Metropolitan Line already suspended into the City – q.v.). All services resumed at 08.20. 15 C&H and 15 Metropolitan Line trains cancelled in consequence (for Kings Cross and Edgware Road incidents).
- Wood Lane station closed from 19.35 to 20.00 – police request.
- Hooliganism on an eastbound Piccadilly Line train at North Ealing – 20-minute delay from 21.35.