2020 02 10 NR Daily Log





***DATE OF REPORT: NOC MANAGER 0700 – 1900:***

***NOC MANAGER 1900 – 0700:***

***DUTY CONTROLLER 0630 – 1830:***

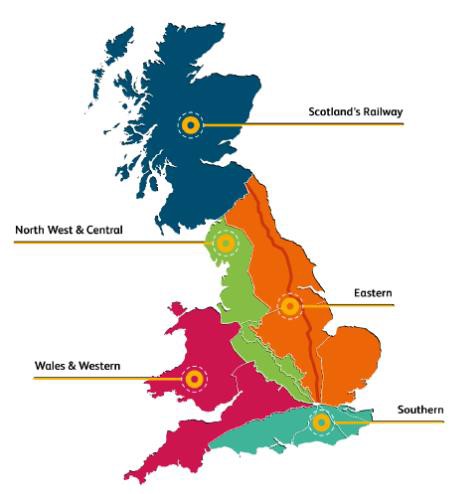
***DUTY CONTROLLER 1830 – 0630:***

***SUPPORT CONTROLLER 0630 – 1830:***

***SUPPORT CONTROLLER 1830 – 0630:***

***LONDON CONTROLLER 0700 – 1900:***

***LONDON CONTROLLER 1900 – 0700:***



Monday 10th February 2020 Mark Brown

David Burnett David Wiltshire Ian Swain

Karl Biswell Jo Billson

Dominic Duggan Keith Stokes

***01 WRONG SIDE FAILURE REPORTS***

# Southern (Kent) – CCIL 2092000 / Fault No. 463335

At 0523, 0Y03, GB Railfreight, 0345 Tonbridge - Tonbridge, locomotive 66749, intermittently failed to operate ‘AZE’ and ‘AZN’ track circuits on the Up Rye line between Ham Street and Ashford. Loco wheels were examined and found to be free from contamination. Contamination was found on the railhead. The track circuits were returned to normal use at 1203 after cleaning and testing had been completed.

# Southern (Wessex) – CCIL 2092099 / Fault No. 463349

At 0710, 1F06, Great Western Railway, 0601 Portsmouth Harbour – Cardiff Central, formed by units 165120 & 166201 intermittently failed to operate 'PO' track circuit on the Down line between Romsey and Dunbridge. Unit wheels were examined and found to be free from contamination. Rust contamination was found on the railhead, on a 300 yard section of rail which had been replaced overnight. The signaller reported that they had not been advised of the rail change and had therefore not implemented any control measures.

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| TRUST 766348 IQCZ | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 4 | Minutes | 17 |

# Scotland – CCIL 2092450 / Fault No. 349438

At 1654, 5M03, DB Cargo, 1641 Mossend Down Yard - Shieldmuir, formed by units 325012 & 325004, intermittently failed to operate ‘2219’ track circuit on the Down Mossend line at Mossend Down Yard. Unit wheels were examined and found to be free from contamination. S&T staff were on site by 1930 with failure investigations ongoing at the close of this Report.

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| TRUST 767753 IQLM | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 2 | Minutes | 16 |

***02 SIGNALS PASSED AT RED (CATEGORY ‘A’)***

# Eastern (Anglia) – CCIL 2092299

At 1245, 1P31, Greater Anglia, 1100 Norwich – London Liverpool Street, passed L446 signal on the Up Electric line at Romford at red by 10 feet. When questioned, the driver stated a loss of concentration (group 2 cause). After consultation with Greater Anglia, the driver was judged fit to continue and was met on arrival at London Liverpool Street

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| TRUST 767019 TEBA | | | | | | | |
| Cancelled | 1 | Part Cancelled | 0 | Trains Delayed | 13 | Minutes | 134 |

# North West and Central (NW) – CCIL 2092276 / Fault No. 881543

At 1035, 2C49, Northern, 1022 Barrow-in-Furness – Carlisle, passed BY57 signal on the Down Main line at Whitehaven at red by one mile. There were no other trains in the section ahead and the signal was not fitted with TPWS. The signal was displaying a red aspect due to track circuit ‘17’ being in a failed state. When questioned, the driver stated becoming distracted (group 2 cause). After consultation with Northern, the driver was judged unfit to continue and was relieved on site by a Driver Manager, who took the service forward to Workington where it terminated.

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| TRUST 766986 TEDS | | | | | | | |
| Cancelled | 0 | Part Cancelled | 2 | Trains Delayed | 1 | Minutes | 40 |

***03 DERAILMENTS***

None.

***04 COLLISIONS***

None.

***05 TRAIN OR VEHICLE RUNAWAY***

None.

***06 OPERATIONAL INCIDENTS***

# Southern (Sussex) – CCIL 2092271

At 1158, the driver of 1I23, Govia Thameslink Railway, 1107 Dorking – London Victoria, formed by units 377611 & 377618 comprising 10 coaches in all, brought the train to a stand at the 8 car marker board on platform 14 at Clapham Junction and released all doors on the train. Upon realising the error, all doors were re-secured. There were no passenger incidents reported. The driver was authorised to continue and was met on arrival at London Victoria.

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| TRUST 766940 UETA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 4 | Minutes | 22 |

# Wales and Western (Western) – CCIL 2092353

At 1321, due to a loss of signalling in the Par area, as detailed in Section **22** of this Report, the driver of 1C72, Great Western Railway, 0804 London Paddington – Penzance, which was stood at PR103 signal on the Down Main line, was instructed by the signaller not to move. However, at 1402 the driver re- contacted the signaller and advised that they were now stood at PR113 signal, having passed PR103, PR105, PR107 and PR111 signals. After consultation with Great Western Railway, the driver was judged fit to continue and was met on arrival at Truro, where they were relieved of duty for interview and screening. FFCCTV from the unit involved showed that the four signals passed had all been displaying a proceed aspect.

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| TRUST 767347 TEFA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 1 | Minutes | 88 |

***07 TRAINS WITH STRANDED PASSENGERS***

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| ***Region / Route*** | ***Train*** | ***Since*** | ***Between*** | ***OUTCOME*** | ***CCIL*** |
| Eastern (Anglia) | 2S28, Greater Anglia, 1300 Stratford – Bishops Stortford | 1400 -  1515 | Bishops Stortford and Sawbridgeworth | Staff on site to evacuate to waiting coaches | 2092350 |
| Eastern (Anglia) | 2H35, Greater Anglia, 1313 Cambridge North – London Liverpool Street | 1400 -  1549 | Stansted Mountfitchet and Bishops Stortford | Staff on site to evacuate to waiting coaches | 2092350 |
| Eastern (Anglia) | 1B70, Greater Anglia, 1325 London Liverpool Street – Stansted Airport | 1400 -  1610 | Sawbridgeworth and Harlow | Affected section reduced to allow train to go Sawbridgeworth | 2092350 |
| Wales & Western (Western) | 9R32, TfL Rail, 0843 London Paddington – Reading | 0851 -  0933 | London Paddington and Acton Main Line | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 9T33, 0848 London Paddington – Hayes & Harlington | 0853 -  0933 | London Paddington and Acton Main Line | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 1L64, Great Western Railway, 0648 Cheltenham Spa – London Paddington | 0855 -  0933 | Hanwell and West Ealing | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 2T31, TfL Rail, 0832 London Paddington – Heathrow Terminal 4 | 0845 -  0933 | Acton Main Line and Ealing Broadway | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 1T39, Heathrow Express, 0855 London Paddington – Heathrow Terminal 5 | 0858 -  0933 | London Paddington and Acton Main Line | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 9N34, TfL Rail, 0858 London Paddington – Maidenhead | 0901 -  0933 | London Paddington and Acton Main Line | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| Wales & Western (Western) | 1V17, Great Western Railway, 0745 Banbury – London Paddington | 0854 -  0933 | Southall and Hanwell | Went forward after traction current restored following a trespasser at West Ealing | 2092190 |
| NW&C (NW) | 2F23, Northern, 0713 Crewe – Liverpool Lime Street | 0855 –  1151 | Mauldeth and Manchester Piccadilly | Passengers evacuated onto adjacent rescue unit after train failure. | 2092207 |

***08 SIGNIFICANT POSSESSION PROBLEMS***

None.

***09 FATALITIES***

# North West and Central (NW) – CCIL 2092049

At 0615, the driver of 1D30, Transport for Wales, 0533 Manchester Airport - Llandudno, reported that the train had struck a person on the Down Chat Moss line at Newton-le-Willows. All lines were blocked, Emergency services and Network Rail staff attended at 0637. Services were suspended on the Up and Down Chat Moss lines between Manchester Victoria and Huyton. BT Police (ref. 42) reported at 0707 that having obtained a statement from the driver, they had deemed the incident a non-suspicious deliberate act. All lines were reopened from 0800. During the incident, WN539 signal on the Up Chat Moss line at Earlestown was replaced to red and the driver of 1K07, TransPennine Express, 0552 Liverpool Lime Street

– Hull passed the signal by one train length. The driver was fit to continue when the circumstances were explained.

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| TRUST 765976 XQFM | | | | | | | |
| Cancelled | 17 | Part Cancelled | 30 | Trains Delayed | 149 | Minutes | 2261 |

***10 INJURIES/ASSAULTS***

None.

***11 NEAR MISSES***

# North West and Central (NW) – CCIL 2092171

At 0845, the driver of 2K83, 0817 Southport – Alderley Edge, reported a near miss at Gathurst with a person crossing from the Down line to the Up line. The driver was fit to continue. The BT Police (ref. 172) were advised.

***12 RAILWAY CRIME***

# Wales and Western (Western) – CCIL 2092190

At 0854, station staff at Ealing Broadway reported that a person was wandering across the lines between West Ealing and Ealing Broadway. Due to the erratic nature of the person, all train movements were stopped. At 0913, following a report that the person was climbing the gantry for SN212 signal, an emergency traction current switch-off was taken, affecting all lines London Paddington – Maidenhead. Mobile Operations Manager and BT Police (ref. 96) arrived on site at 0919, the person climbed down the gantry and was taken into custody at 0923. All personnel were clear of the site and traction current restored at 0932.

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| TRUST 766477 XQDZ | | | | | | | |
| Cancelled | 83 | Part Cancelled | 30 | Trains Delayed | 210 | Minutes | 4397 |

***13 STATION OVERRUNS***

# Southern (Wessex) – CCIL 2092062/ Fault No. 463417

At 1316, 2N31, South Western Railway, 1253 Ascot - Aldershot, formed by unit 450094, comprising four coaches in all, overran Camberley station by ½ coach length with the unaccommodated door locked out of use. The driver stated that the overrun was due to wet rail heads. The driver was fit to continue. The next service 2N33, South Western Railway, 1323 Ascot - Aldershot, formed by unit 450552, comprising four coached in all, was requested to undertake a controlled test stop but also overshot the station by ½ a coach length, with the affected door locked out of use. Following services were cautioned until 1424 when a successful controlled test stop had been completed and the weather conditions had improved.

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| TRUST 767402 THYF | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 1 | Minutes | 3 |

***14 BROKEN RAILS/TRACK DEFECTS***

# Southern (Kent) – CCIL 2091995 / Fault No.463332

At 0506, staff investigating the failure of ‘OU’ track circuit on Up Catford Loop line at Catford discovered a broken rail and blocked the line. P’Way attended and carried out remedial work, clamping the defect and reopening the line with a 20 mph ESR imposed at 1153. Repairs were completed in an additional overnight possession between 0030 and 0430 Tuesday.

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| TRUST 765851 IQM2 | | | | | | | |
| Cancelled | 11 | Part Cancelled | 7 | Trains Delayed | 100 | Minutes | 816 |

# Eastern (East Coast) – CCIL 2092325 / Fault No. 787255

At 1312, the driver of 1A29, London North Eastern Railway, 1136 Harrogate – London King's Cross reported a track defect on the Up Main line at Egmanton CCTV LC, between Retford and Newark Northgate. The line was blocked to traffic until 1340, when voice communications were examined and confirmed the defect was suspected and not confirmed, allowing the line to re-open with a 20 mph ESR, pending P’Way inspection. After watching several services through the area at 80mph with no issues found, Linespeed was restored from 1541.

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| TRUST 767106 IQIJ | | | | | | | |
| Cancelled | 1 | Part Cancelled | 0 | Trains Delayed | 40 | Minutes | 507 |

# Eastern (East Coast) – CCIL 2092568 / Fault No. 787314

At 2214, the Shift Signalling Manager at Doncaster PSB reported that ‘4322’ track circuit on the Up Main line at Ranskill Loop had failed holding D170 and D174 signals at red. 1H07, Hull Trains, 2030 London King’s Cross – Hull was authorised to examine from the adjacent line and reported seeing nothing amiss. The Mobile Operations Manager was on site at 2232. The Mobile Operations Manager advised at 2252 that they had located a broken rail near to D170 signal. The Mobile Operations Manager secured the No. 2264 points in the Reverse position to allowing trains to run via the Ranskill Up Loop avoiding the broken rail. Repairs to the broken rail were ongoing at the close of this Report.

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| TRUST 768496 IQIJ | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 3 | Minutes | 31 |

***15 POWER FAILURES***

# Eastern (East Coast) – CCIL 22092050 / Fault No. 787178

At 0606, the driver of 1Y08, London North Eastern Railway, 0540 Sunderland – London King’s Cross reported an ADD activation on the Up Main line at Bensham Tunnel. The following service was authorised through the area on diesel traction and reported seeing nothing amiss. A Mobile Operations Manager was on site at 0630 and a 20mph ESR was imposed on the Up Main line with OLE staff sent to site. OLE staff were on site at 0800 and were afforded a Line Blockage. At 0856 the OLE staff reported that no visible damage was located allowing train running to resume without restrictions. Significant delays occurred as a result.

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| TRUST 765975 MHB1 | | | | | | | |
| Cancelled | 0 | Part Cancelled | 4 | Trains Delayed | 132 | Minutes | 1160 |

# North West and Central (NW) – CCIL 2092068 / Fault No. 881460

At 0634, Crewe ECO advised that sections HF-10 and HF-12 between Wilmslow and Handforth tripped at 0624 before resetting at 0628. Two services were in section at the time with the driver of 2H40, Northern, 0544 Crewe – Manchester Piccadilly reporting a flash and a bang from the OLE whilst in platform 2 at Handforth. After an attempt to raise the pantograph of unit 323226 on 2H40, the breakers opened again on section HF-10. OLE staff were in the area after an engineering possession at Handforth overnight, so the area was examined, but OLE staff reported nothing amiss. 2H41 remained in the platform at Handforth with the pantograph lowered. At 0752 2H41, Northern, 0648 Crewe – Manchester Piccadilly went to assist. The service was cancelled, and passengers detrained, and by 0850 the combined train went into the Reverse Sidings at Wilmslow, allowing all lines to reopen.

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| TRUST 766305 IQFM | | | | | | | |
| Cancelled | 9 | Part Cancelled | 14 | Trains Delayed | 68 | Minutes | 936 |

# Scotland – CCIL 2092182 / Fault No. 349398

At 0907, a power failure in the Blackford area caused all signals to revert to red as the back-up power supply came on. The driver of 1L75, ScotRail, 0810 Glasgow Queen Street - Dundee, passed BK9 signal at red on the Down line at Blackford. The driver was fit to continue when the circumstances were explained.

***16 POINTS FAILURES***

None.

***17 SIGNALS/SIGNALLING SYSTEMS FAILURES***

# Southern (Wessex) – CCIL 2092022 / Fault No. 463340

At 0525, the driver of 1M18, CrossCountry, 0515 Southampton Central – Manchester Piccadilly, reported that E728 signal on the Up line at Southampton Tunnel had reverted from green to red as the train approached. The driver was unable to stop and passed the signal at red. There was no apparent reason for the reversion, the driver was fit to continue.

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| TRUST 765897 IQCZ | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 1 | Minutes | 4 |

***18 TRACK CIRCUIT & AXLE COUNTER FAILURES***

# North West and Central (NW) – CCIL 2092089 / Fault No. 881463

At 0353, the Shift Signalling Manager at Preston PSB reported that ‘688’ track circuit on the Up L&Y line at Dean Royd Tunnel had failed holding PN.328 signal at red. Resulting in services being authorised past the signal at red. 6M77, GB Railfreight, 0139 (Sun) Drax GBRF – Liverpool Biomass Terminal reported at 0406 that standing flood water was visible at sleeper level. P’Way staff were on site and following a cab ride reported standing flood water and the drainage system was defective. At 1550 the Shift Signalling Manager further reported that No. 688 track circuit had cleared of its own accord and remained clear for the passage of three services. Thus, allowing train running to resume without restrictions.

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| TRUST 766163 IQFP | | | | | | | |
| Cancelled | 0 | Part Cancelled | 2 | Trains Delayed | 71 | Minutes | 777 |

# Southern (Sussex) – CCIL 2092152/ Fault No. 159146

At 0700, “GV” track circuit on the Up Redhill line at Merstham began failing intermittently, with services cautioned past the affected signal. Service levels were reduced to ease congestion. S&T staff were sent to site. At 0838 a sparking impedance bond was reported in the area. At 1148 S&T staff reported damage to an IBJ with further damage also found to relays and fuses. The IBJ was filled with resin to stop the arcing, with normal signalling restored at 1450. Full repairs were undertaken overnight. At 1702, the track circuit again began failing intermittently. Emergency Special Working (ESW) was introduced between T474 signal and T462 signal on the Up Redhill line at 1754. A number of services were observed over the affected section at 50mph with the track circuit operating correctly, as a consequence a 50mph ESR was imposed with all associated boards in place as from 2101 and ESW withdrawn. Work to carry out repairs were ongoing at the close of this Report.

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| TRUST 766379 IQBG | | | | | | | |
| Cancelled | 31 | Part Cancelled | 9 | Trains Delayed | 338 | Minutes | 2736 |

# Eastern (EM) – CCIL 2092391 / Fault No. 154101

At 1503, ‘CGD’ and ‘CGE’ axle counters on the Down Fast line at Harrowden Junction failed. It was further reported that ‘CFM’ axle counter on the Down Main line momentary failed however self-restored. S&T staff were on site at 1648 and by 1830 had replaced a faulty rail mounted sensor. By 1955, following the recalibration of the sensors, all lines were reopened without restrictions.

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| TRUST 767362 IQVR | | | | | | | |
| Cancelled | 0 | Part Cancelled | 1 | Trains Delayed | 124 | Minutes | 897 |

# Eastern (Anglia) – CCIL 2092474 / Fault No. 305165

At 1837, multiple axle counters failed on the Up and Down North London lines at Camden Road, a reset of the axle counters was attempted but proved unsuccessful. The failure resulted in multiple signals being held at red and numerous sets of points being route locked. Arriva Rail London services were unable to operate between Camden Road and Stratford or Gospel Oak. S&T staff were on site by 1848. A shuttle train service was implemented between Clapham Junction/Richmond to Gospel Oak. At 2019, S&T staff reported that they had replaced a parallel card and all axle counter had reset. There were six routes that required the aspect restrictions to be lifted, this was achieved using a combination of freight services and Arriva Rail London ECS services. Normal signalling resumed at 2126.

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| TRUST 768058 IQHP | | | | | | | |
| Cancelled | 53 | Part Cancelled | 36 | Trains Delayed | 85 | Minutes | 2076 |

***19 BRIDGE STRIKES***

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| ***Region / Route*** | ***Time*** | ***Location*** | ***Bridge No.*** | ***Dispensation*** | ***NWR*** | ***CCIL*** | ***TRUST*** |
| NW&C (NW) | 0155  (Sun) | Skelton Junction | 43 | ROR | 0220 | 2091935 | No delay. |
| NW&C (NW) | 0908 | Manchester Victoria East Junction | 6 | DA | 0936 | 2092192 | 766537 XQFM = 22 trains = 394 mins |
| NW&C (NW) | 1853 | Joshua Lane, Middleton | MVN2/5 | A | 2019 | 2092495 | 768050 XQFM = 40 trains = 504 mins |

***20 ROAD VEHICLE INCURSIONS (NON-LEVEL CROSSINGS)***

None.

***21 TRACTION FAILURES***

# North West and Central (NW) – CCIL 2092207

At 0857, the driver of 2F23, Northern, 0713 Crewe – Liverpool Lime Street, formed by unit 319372, advised that the train was stood on the Down Slow line approaching Manchester Piccadilly with a loss of power. At 0922 the driver declared the train a failure and a rescue unit was sent to assist. After coupling together at 1027, the combined train could not obtain a brake release. At 1058 the rescue unit then detached and was routed into the Manchester Mayfield Up Goods Loop, to allow a side to side evacuation of 400 passengers to take place. This began at 1120 and was safely completed by 1151, with the passengers taken forward to Manchester Piccadilly. The failed unit was then taken to Allerton Depot at 1227 by the rescue unit.

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| TRUST 766426 UEDY | | | | | | | |
| Cancelled | 32 | Part Cancelled | 38 | Trains Delayed | 298 | Minutes | 3878 |

# Eastern (Anglia) – CCIL 2091272 / Fault No. 304991

With reference to the item in this section of yesterday’s report regarding OLE damage at Elsenham: All repair work was completed by 0352 allowing normal working to resume with OLE staff remaining on site to observe the first service through the affected area.

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| TRUST 763865 XQHM | | | | | | | |
| Cancelled | 4 | Part Cancelled | 2 | Trains Delayed | 3 | Minutes | 63 |

# Wales and Western (Western) – CCIL 2091428/ Fault No. 459842

With reference to the item in this section of yesterday’s report regarding OLE damage at Acton: Overnight work to make the OLE safe was completed by 0221 with the Down Main line remaining BTET throughout Monday with service levels reduced. Repair work was ongoing at the close of this Report with the possession expected to be handed back at 0455.

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| TRUST 764224 XQDZ | | | | | | | |
| Cancelled | 211 | Part Cancelled | 36 | Trains Delayed | 159 | Minutes | 3126 |

# Wales and Western (Wales) – CCIL 2091611 / Fault No. 459883

With reference to the item in this section of yesterday’s report regarding storm damage on the Single line between Llanaber and Talybont: The line is to remain blocked for seven days pending a full assessment.

# Southern (Kent) – CCIL 2091715/ Fault No. 463236

With reference to the item in this section of yesterday’s report regarding 2Y68 striking a tree at Swanley: By 0422 the Up Chatham Main line had re-opened following overnight repairs to the conductor rail and associated pots and an inspection from P’Way staff.

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| TRUST 764742 XQMD | | | | | | | |
| Cancelled | 18 | Part Cancelled | 0 | Trains Delayed | 16 | Minutes | 161 |

# Southern (Sussex) – CCIL 2090495 / Fault No. 764542

With reference to the item in this section of yesterday’s report regarding damage to the roof on platforms 5 & 6 at Gatwick: Platforms 5 & 6 remained blocked throughout Monday with an amended train plan in place. Efforts will be made to factor repair work in pending the reduction of wind speed as scaffolding is required to be erected to access the damage.

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| TRUST 764542 XQBV | | | | | | | |
| Cancelled | 1 | Part Cancelled | 2 | Trains Delayed | 110 | Minutes | 627 |

# North West and Central (NW) – CCIL 2091820 / Fault No. 881424

At 1919 (Sun), P’Way staff reported moving floodwater and a landslip 300 yards on approach to PN307 signal, between Horsfall Tunnel and Hebden Bridge. The Leeds and Yorkshire lines between Todmorden and Hebden Bridge were blocked. A 20 mph ESR was imposed at 2151 (Sun) pending a daylight inspection. At 1317 a report from site advised there was 15 tons of material trackside that required moving. Therefore the 20 mph ESR remained in place.

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| TRUST 764492 XQGL | | | | | | | |
| Cancelled | 20 | Part Cancelled | 41 | Trains Delayed | 181 | Minutes | 1642 |

# Wales and Western (Western) – CCIL 2091879 / Fault No. 765342

At 2219 (Sun) the driver of 1C32, Great Western Railway, 2130 London Paddington – Bristol Temple Meads reported a flash from the OLE before hearing a loud bang on the Down Main line at Uffington. Both lines were blocked and the Mobile Operations Manager and OLE staff were sent to site. A section tripping was also reported by the ECO at Swindon with a reset being unsuccessful. OLE staff arrived on site at 2321 and at 2331 advised that they had discovered a broken cross feed wire. By 0134 the Mobile Operations Manager advised that OLE staff had made safe the broken wire and both lines were re-opened albeit with a Block To Electric Traction (BTET) imposed. Following further works and inspection the BTET was removed at 1135.

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| TRUST 765342 IQDB | | | | | | | |
| Cancelled | 10 | Part Cancelled | 3 | Trains Delayed | 95 | Minutes | 1762 |

# North West and Central (NW) – CCIL 2091510 / Fault No. 881334

With reference to an item detailed in this section of yesterday’s Report regarding moving floodwater between Settle and Carlisle: Both lines remained blocked overnight and were subject to a daylight inspection: At 0830 the water had receded below the railhead, allowing normal signalling to resume.

# North West and Central (NW) – CCIL 2091566 / Fault No. 881361

With reference to an item detailed in this section of yesterday’s Report regarding OLE contact wire damage between Winsford and Crewe: Work progressed overnight but was hampered by failures to two On Track machines. The possession was handed back at 0505 with a BTET restriction on the Up Fast line. Staff are to return to carry out full repairs on Saturday night (15/02/20).

# North West and Central (C) – CCIL 2092101 / Fault No. 881362

With reference to an item detailed in this section of yesterday’s Report regarding OLE damage between Wolverhampton and Stafford: Work to repair the damaged OLE was ongoing at the close of this Report.

# North West and Central (NW) – CCIL 2091631 / Fault No. 764696

With reference to an item detailed in this section of yesterday’s Report regarding flooding at Caldew viaduct: The lines remained blocked overnight and an emergency engineer’s possession was taken at 0336. S&T staff advised that up to seven points motors would need replacing, due to the length of time they had been submerged. An RRV was sent to site to move the point motors. The work continued throughout the morning and at 1242 it was advised that a wiring deficiency had been found when testing the motors. By 1351 all repairs had been completed but at 1421 it was advised that indications were not being received in the signal box. By 1545 a defective point motor had been replaced, tested and handed back to the signal box. After the protection was lifted, the possession was given up and normal signalling resumed from 1624.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 764696 XQFO (since 09/02/20) | | | | | | | |
| Cancelled | 75 | Part Cancelled | 74 | Trains Delayed | 186 | Minutes | 3404 |

# Eastern (North & East) – CCIL 2091755 / Fault No. 878127

With reference to an item detailed in this section of yesterday’s Report regarding flooding at Kirkstall Forge: The line remained blocked overnight pending a daylight inspection by P’Way staff. Water continued to be pumped away from site until 1210, when the levels had receded sufficiently for P’Way to watch a service through on each line at 5mph. After all equipment was cleared of the line, normal signalling resumed from 1325.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 764698 XQGL (since 09/02/20) | | | | | | | |
| Cancelled | 160 | Part Cancelled | 5 | Trains Delayed | 1 | Minutes | 14 |

# North West and Central (NW) – CCIL 2091993 / Fault No. 881449

At 0501, the driver of 5M02, TransPennine Express, 0434 Edge Hill Depot – Stalybridge reported a plastic bag on the OLE on the Down Ditton Fast line at Edge Hill East Junction. OLE staff were sent to site. Services with electric traction were unable to run into Liverpool Lime Street on the Down Ditton Fast line. A Line Blockage was taken at 0700 and by 0710 the bag had been removed, allowing normal working to resume.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 765925 XQFM | | | | | | | |
| Cancelled | 0 | Part Cancelled | 2 | Trains Delayed | 98 | Minutes | 1495 |

# Southern (Kent) – CCIL 2091432 / Fault No. 463186

At 1042 (Sun), a tree fell onto the Up Chatham Slow line at Shortlands and damaged VS176 signal rendering the signal inoperable. As a consequence, services were cautioned past VS176 and VS182 signals on the Up Chatham Slow line. Due to high winds repairs to VS176 signal were unable to be completed overnight Monday 10th/Tuesday 11th February as working at height was required. A plan for repairs to be completed was formulated for when the wind speed reduced sufficiently to allow repairs to be undertaken.

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| TRUST 765889 XQMD | | | | | | | |
| Cancelled | 14 | Part Cancelled | 41 | Trains Delayed | 150 | Minutes | 1014 |

# Southern (Wessex) – CCIL 2091960 / Fault No. 463324

At 0339, the driver of 4V51, Freightliner, 0313 Southampton Maritime – Wentloog, reported that the train had struck a tree which had fallen and blocked both lines on the London side of Shawford station. Both lines were blocked, off-track staff and Mobile Operations Manager attended and cleared the tree, both lines were reopened at 0522.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 765700 XQCW | | | | | | | |
| Cancelled | 0 | Part Cancelled | 2 | Trains Delayed | 80 | Minutes | 906 |

# Southern (Wessex) – CCIL 2091922 / Fault No. 463337.

At 0455, two fallen trees near Dean station blocked the Up & Down lines. A Mobile Operations Manager and off-track staff attended and by 0700 had removed both trees, allowing the route to reopen.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 765789 IQCZ | | | | | | | |
| Cancelled | 1 | Part Cancelled | 3 | Trains Delayed | 49 | Minutes | 1191 |

# Southern (Wessex) – CCIL 2091996

At 0507, the driver of 5B89, South Western Railway, 0450 Bournemouth Depot – Basingstoke, reported that the train had struck a fallen tree which was blocking both lines between Branksome and Bournemouth. Due to two rectifiers in the area being out of use, the traction current isolation required to remove the branches from under the train blocked both lines Christchurch – Poole from 0500. The driver, with the assistance of the Mobile Operations Manager, removed the tree branches and placed them in the 10 foot to await removal by the P/Way. Traction current was restored and both lines reopened at 0557.

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| TRUST 765835 XQCW | | | | | | | |
| Cancelled | 7 | Part Cancelled | 12 | Trains Delayed | 96 | Minutes | 1493 |

# Southern (Kent) – CCIL 2091997

At 0508, the driver of 6H81, GB Railfreight, 0510 Tonbridge – Mountfield, reported striking a tree on the Down Hastings line approaching Wadhurst Tunnel. The train came to a stand locking the route, so both lines were blocked. Off Track staff attended, a Line Blockage and traction current isolation was granted at 0613. The traction current was restored at 0629, removal of the tree was completed and the line reopened at 0645.

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| TRUST 765927 XQMD | | | | | | | |
| Cancelled | 1 | Part Cancelled | 22 | Trains Delayed | 127 | Minutes | 1524 |

# Wales and Western (Western) – CCIL 2092023

At 0550, the route between Newbury and Reading was blocked after a fallen tree at Theale brought down the OLE on the Up Westbury line and blocked both lines. The traction current was isolated, Mobile Operations Manager attended at 0758. OLE and off-track staff attended at 0843, examination of the line revealed that the OLE on the Up line was badly damaged. Work to remove the tree commenced at 0950 and by 1030 the Down line was reopened for diesel traction only. Following further work the Down line was re-energised at 1255, allowing use without restriction, The Up line remained blocked due to too much slack in the OLE making it impassable to diesel traffic pending repair to the infrastructure. At the close of this Report. Work was ongoing in an additional overnight possession between 2100 and 0600 Tuesday.

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| TRUST 765891 XQDZ | | | | | | | |
| Cancelled | 98 | Part Cancelled | 18 | Trains Delayed | 182 | Minutes | 3885 |

# Wales and Western (Western) – CCIL 2092081

At 0732, the driver of 1G01, Great Western Railway, 0536 London Paddington – Worcester Shrub Hill, which had been cautioned following a report of trees affecting the line between Chalford and Sapperton tunnel, reported stopping short of a large tree which had fallen across the Down Kemble line at the 97¾

m.p. Off-track staff attended and removed the tree, 1G01 went forward at 0915, 143 mins late, terminating on arrival at Gloucester.

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| TRUST 766361 XQDZ | | | | | | | |
| Cancelled | 1 | Part Cancelled | 3 | Trains Delayed | 10 | Minutes | 300 |

# Southern (Kent) – CCIL 2092097

At 0704, drivers of trains leaving Margate in the Up direction reported that a large tree branch was striking passing trains. Trains were cautioned, A Mobile Operations Manager attended at 0722, a Line Blockage was granted from 0759 until 0818 whilst off -track staff removed the branch. The work was completed at 0908.

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| TRUST 765884 XQMD | | | | | | | |
| Cancelled | 0 | Part Cancelled | 8 | Trains Delayed | 168 | Minutes | 1924 |

# Eastern (Anglia) – CCIL 2092350/ Fault No. 304144

At 1400, OLE sections 415, 416, 417, 417 & 437 on both lines in the Bishops Stortford area tripped and would not reset with reports received of a tree on fire on the OLE near the station. Both lines were blocked with staff sent to site. There were three trains trapped outside station with two evacuated to waiting road transport and the third allowed to go forward into Sawbridgeworth station after the affected OLE sections were reduced. A Mobile Operations Manager and OLE staff were sent to site. Services to/from the Cambridge direction were still able to access Stansted Airport. All response staff were on site by 1510. At 1644 the Asset Recovery Manager reported that there was one tree on the OLE and another in a precarious position. The catenary wire on the Down line had parted with approximately twenty foot to replace along with 2 broken insulators. A full inspection and any remedial work would be required on the Up line. It was estimated that eight hours would be required to complete repairs. A possession to undertake work commenced at 1730. All OLE repair work was completed at 2315. Staff undertook tree clearing in the area until the possession was handed back (due at 0220).



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| TRUST 767205 XQHM | | | | | | | |
| Cancelled | 222 | Part Cancelled | 14 | Trains Delayed | 122 | Minutes | 1251 |

# Wales and Western (Western) – CCIL 2092326 / Fault No. 460058

At 1315, the signaller at Par SB reported a loss of signalling after the signalbox was struck by lightning causing a loss of power. Operations, S&T and E&P staff were sent to site. Power was restored at 1442 but there were no signal or point indications. Attempts to put the signalling into through routes proved unsuccessful with arrangements made for the implementation of Emergency Special Working (ESW). S&T staff reset the axle counter failures affecting the Down line allowing normal signalling from 1817, however there were two axle counters that would not reset on the Up line affecting three signals. ESW was introduced on the Up Main line between Par and Burngullow Junction from 2006. ESW was removed and normal signalling was authorised from 2155 after a number of components had been replaced by S&T staff. See Associated item in Section **06** of this Report.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 767228 XQDZ | | | | | | | |
| Cancelled | 31 | Part Cancelled | 13 | Trains Delayed | 39 | Minutes | 1121 |

# Scotland – CCIL 2092352 / Fault No. 349419

At 1411, P’Way staff reported a landslip between Thornhill and Holywood, blocking the Down line. Earthworks and Geotechnical Engineers were advised. At 1510, a 20 mph ESR was imposed on the Up line. The Geotechnical Engineer arrived on site at 1629 and advised at 1658 that the Down line would remain closed. Plans were implemented Single Line Working between Dumfries and Thornhill from 0600 Tuesday until close of service. All ESR boards were in place at 1711. An AMEY engineer was expected on site at 0800 on Tuesday (11/02) morning.



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| TRUST 767343 CQLL | | | | | | | |
| Cancelled | 2 | Part Cancelled | 5 | Trains Delayed | 2 | Minutes | 41 |

# Southern (Kent) – CCIL 2092432 / Fault No. 463459

At 1833, ‘WL’ track circuit on the Up Chatham Fast at Shortlands failed following a lightning strike in the area. VS842 points were locked as a result of the track circuit failure with the route set towards the Up Catford Loop. Services were cautioned past VS184 & VS178 signals on the Up Chatham Fast line as a consequence. Govia Thameslink Railway and Southeastern services were reduced to ease congestion through the area. S&T staff were on site by 1923, however access was deferred due to the number of trains to be cleared through the area. S&T staff were granted a short Line Blockage which was given up at 2011, they had narrowed down the cause of the failure and it was suspected as a power supply issue ot a TX fault. Arrangements were made for night turn S&T staff to attend after the close of service. The fault was rectified by S&T staff at 0117.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 767970 XQMD | | | | | | | |
| Cancelled | 15 | Part Cancelled | 6 | Trains Delayed | 114 | Minutes | 1207 |

***23 FIRES***

None.

***24 WILD REPORTS & HABD ACTIVATIONS***

# Disconnected Hot Axle Box Detectors:

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *Region / Route* | *Location* | *Line* | *Date Disconnected* | *Reason* | *TOC’s/ FOC’s*  *advised* | *Planned Restoration Date* | *Date Restored* | *Function* | *Fault Number* |
| Eastern (Anglia) | Brentwood | Down Electric | 10/03/16 | Offline | Y | Awaiting update |  | IM | 234632 |
| Eastern (Anglia) | Brentwood | Down Main | 10/03/16 | Offline | Y | Awaiting update |  | IM | 234632 |
| Eastern (Anglia) | Margaretting | Up Main | 19/09/19 |  | Y | Awaiting update |  | IM | 298498 |
| Eastern (EM) | Chiltern Green | Down Slow | 11/07/19 | Defective | Y | Awaiting update |  |  | 148559 |
| Eastern (EM) | Napsbury | Up Fast | 11/07/19 | Defective | Y | Awaiting update |  |  | 148559 |
| Eastern (LNE) | Barkston | Up Main | 01/04/19 | Removed for P’Way work | Y | Awaiting update |  |  |  |
| NW & Central (NW) | Bolton-le- Sands | Up Main | 25/08/19 | Integrity Fault | Y | Awaiting update |  |  | 863361 |
| NW & Central (NW) | Hest Bank | Up Main | 25/08/19 | Integrity Fault | Y | Awaiting update |  |  | 863360 |
| NW & Central (NW) | Low Mill | Down Main | 26/11/14 | Awaiting replacement | Y | Awaiting update |  | IP | 671852 |
| NW & Central (NW) | Sutton Weaver | Down Main |  |  | Y | Awaiting update |  |  |  |
| NW & Central (WCMLS) | Bradnocks Marsh (Coventry) | Up Main | 29/12/19 | Integrity | Y | Awaiting Update |  |  | 872142 |
| NW & Central (WCMLS) | Castlethorpe | Up Fast | 27/11/18 | Error code 6.0 | Y | Awaiting Update |  | IM | 832410 |
| NW & Central (WCMLS) | Harecastle | Up Main | 01/04/19 | Rail incorrectly drilled | Y | Awaiting Update |  |  |  |
| NW & Central (WCMLS) | Penkridge | Up Penkridge | 04/11/19 | Integrity | Y | Awaiting Update |  |  | 870982 |
| NW & Central (WCMLS) | Spetchley |  | 29/12/19 | Integrity | Y | Awaiting Update |  |  |  |
| Wales & Western (Wales) | Dainton | Down Main | 17/11/19 | Defective PC | Y | Awaiting Update |  | IM | 453850 |
| Wales & Western (Western) | Cogload | Down Main | 25/01/20 |  | Y |  |  |  | 458740 |
| Wales & Western (Western) | Treverrin | Down Main | 01/07/19 |  | Y | Awaiting Update |  |  | 443474 |
| Wales & Western (Western) | Twerton | Down Main | 19/11/19 |  | Y | Awaiting Update |  |  | 454030 |
| Wales & Western (Western) | Warminster | Up Salisbury | 22/01/20 | Defective | Y | Awaiting Update |  |  | 458111 |

**Disconnected Wheel Impact Load Detectors:**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *Region / Route* | *Location* | *Line* | *Date Disconnected* | *Reason* | *TOC’s/ FOC’s*  *advised* | *Planned Restorati on Date* | *Date Restored* | *Function* | *Fault Number* |
| Eastern (EC) | Sessay | Up Slow | 18/06/2019 | Calibration |  |  |  | IM |  |
| North West & Central (NW) | Heaton Chapel | Up Slow | 30/07/2019 | Calibration |  |  |  | IM |  |
| Southern (Kent) | Sevington | Down Main | 25/04/2018 | PC Failure |  |  |  | IM |  |
| Southern (Kent) | Sevington | Up Main | 09/08/2018 | PC Failure |  |  |  | IM |  |
| Southern (Kent) | Swanley | Up Slow | 02/04/2019 | Calibration |  |  |  | IM |  |
| Scotland | Howwood | Up | 20/01/2019 | HOBC |  |  |  | IM |  |
| Wales & Western (Western) | Urchfont | Up | 11/04/2019 | PC Failure |  |  |  | IM |  |
| Wales & Western (Western) | Urchfont | Down | 11/04/2019 | PC Failure |  |  |  | IM |  |

***25 GROUP STANDARDS GE/RT8250 & GO/RT3350***

Urgent Safety Related Defect Report received from Heathrow Express Operating Company Limited concerning a loose lifting stop bracket. All concerned advised in accordance with Group Standard GE/RT8250 from 1220, reference NIR 3651 Initial.

***26 TPWS***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Region*** | ***Route*** | ***Train*** | ***Signal/PSR/ Buffer Stop*** | ***Line***  ***/Platform*** | ***Location*** | ***Speed (reported)*** | ***Speed (set)*** | ***CCIL*** |
| Southern | Wessex | 5P92, South Western Railway, 0640 Hilsea – London Waterloo. | WZ202 | Up | Milford | 49.4 | 45 | 2092138 |
| Southern | Wessex | 2K35, South Western Railway, 1357 London Waterloo – London Waterloo | F6 | Up | St Margarets | 30 | 33.5 | 2092386 |
| Southern | Wessex | 1J30, Govia Thameslink Railway, 1236 London Victoria – Southampton Central | 30 PSR | Up Netley | Bitterne | 65 | 56.5 | 2092385 |
| NW&C | NW | 1E66, Northern, 1420 Chester – Leeds | PN319  signal | Down L&Y line | Hall Royd Junction | 27mph | 33.5mph | 2092401 |
| NW&C | C | 2R99, West Midlands Trains,.2211 Litchfield-Trent-Valley - Redditch | SY12 | Down Gloucester | Barnt Green | 60 | 46 | 2092586 |

***27 MISCELLANEOUS***

# Scotland – CCIL 2091166 / Fault No. 349282

With reference to an item detailed in this section of yesterday’s Report regarding a sink hole located between Burnhouse and Mossend North Junction: AMCO installed temporary sleepers and compacted the ballast. P’Way confirmed at 0237 that the work was satisfactory and after a service was observed through the section, normal signalling resumed from 0432. Repairs to the culvert were planned for the following week.

***27 MISCELLANEOUS (CONT.)***

# North West and Central (NW) –No CCIL created

At 0559, 2C37, Northern, 0539 Lancaster – Barrow departed origin 20 minutes late due to no conductor available. Significant delays ensued as a result.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 765879 NED5 | | | | | | | |
| Cancelled | 4 | Part Cancelled | 2 | Trains Delayed | 37 | Minutes | 870 |

# North West and Central (NW) – No CCIL created

At 0837, the driver of 1N51. Northern. 0542 Manchester Airport – Blackpool North advised that they did not sign the booked route, therefore the service was diverted via Astley. As a result, the train arrived at Euxton 101 minutes late and failed to stop between Salford Central and Buckshaw Parkway. The train was subsequently terminated at Preston. Significant delays occurred as a result.

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| TRUST 766347 TEDL | | | | | | | |
| Cancelled | 5 | Part Cancelled | 8 | Trains Delayed | 43 | Minutes | 870 |

# Southern (Wessex) – CCIL 2092487

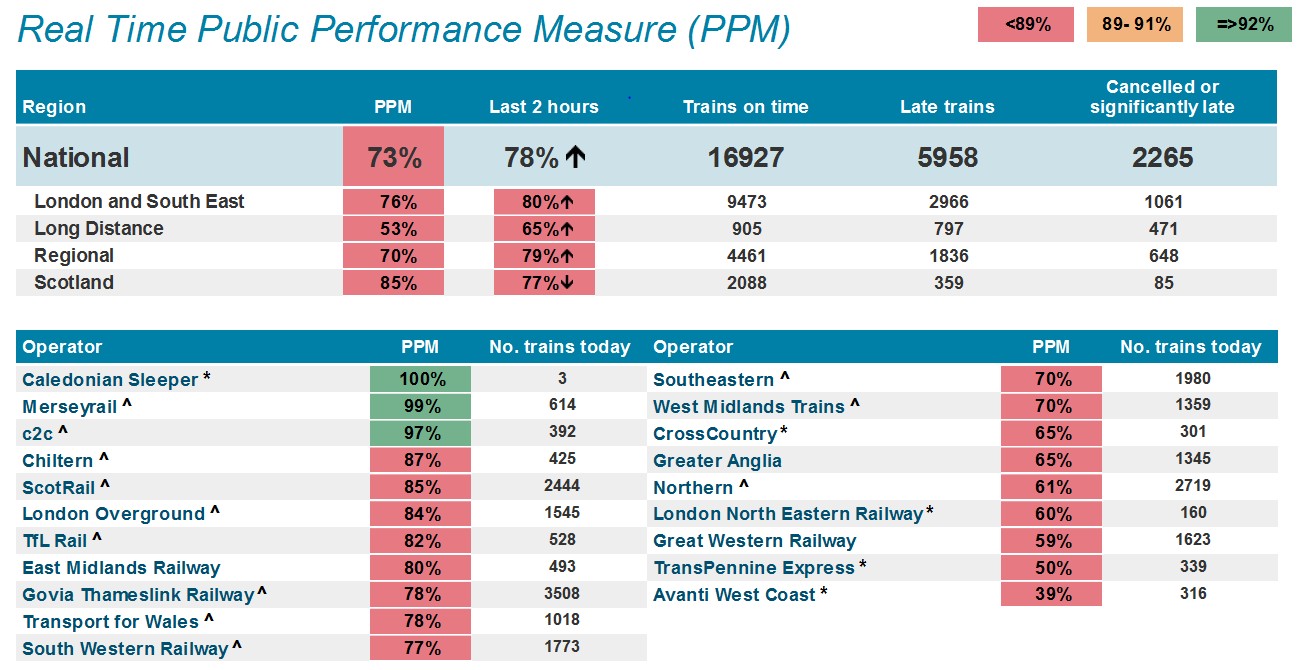
At 1841, the driver of 1F23, Great Western Railway, Cardiff Central – Portsmouth Harbour formed by units 166203 & 165132 reported the train was at a stand in the Down platform at Cosham with a fuel leak. Both lines were blocked and a fitter was sent to site. The Mobile Operations Manager was on site by 1902 and reported that there was a significant amount of diesel trailing from the rear coach back towards the level crossing. South Western Railway services were diverted via Guildford where possible with Govia Thameslink Railway services starting/terminating at Portsmouth Harbour vice Southampton Central where possible. The Mobile Operations Manager authorised for the Up line to be reopened from 1909. At 1927, the driver of 1F23 reported that the unit had ceased leaking fuel. The Environment Agency were advised (ref: 1780127). Specialist cleaners were requested to attend and gave an ETA of 2215. The fitter arrived on site at 2021 and reported at 2026 that there was a hole in the fuel tank on the 5th coach of the train, the train was authorised to move and proceeded to Fratton Depot at 2039. The track was sanded by the Mobile Operations Manager and a successful controlled stop was undertaken to allow the Down line to be reopened from 2056. Specialist cleaners arrived on site at 2219 and completed all cleaning on site.

|  |  |  |  |  |  |  |  |
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| TRUST 768292 MEFA | | | | | | | |
| Cancelled | 8 | Part Cancelled | 12 | Trains Delayed | 9 | Minutes | 379 |

***28 REVIEW TABLE***

|  |  |  |
| --- | --- | --- |
| ***INCIDENT*** | ***TODAY’S TOTAL*** | ***DAYS SINCE LAST INCIDENT*** |
| **PASSENGER ACCIDENTAL FATALITIES** | **0** | **433** |
| **RAILWAY WORKFORCE FATALITIES** | **0** | **59** |
| **SIGNALS PASSED AT RED (CATEGORY ‘A’)** | **2** | **0** |
| **SIGNALS PASSED AT DANGER (ERROR/TECHNICAL SIGNAL REVERSION)** | **2** | **0** |
| **DERAILMENTS** | **0** | **3** |
| **TRAIN COLLISIONS** | **0** | **3** |
| **TRAINS STRIKING ROAD VEHICLES** | **0** | **14** |
| **ENVIRONMENTAL INCIDENTS** | **1** | **0** |

***29 REAL TIME PERFORMANCE FIGURES***



***Open Access Operators***

