2020 02 11 NR Daily Log





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

***NOC MANAGER 1900 – 0700:***

***DUTY CONTROLLER 0630 – 1830:***

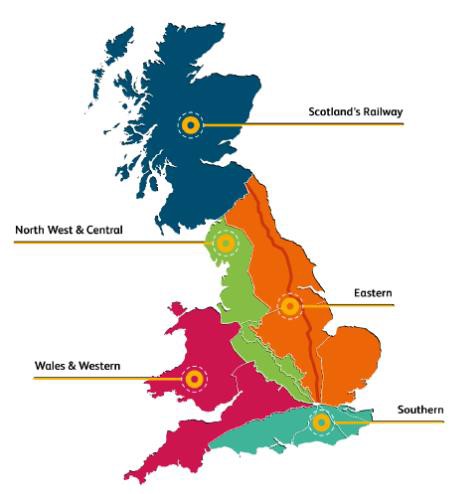
***DUTY CONTROLLER 1830 – 0630:***

***SUPPORT CONTROLLER 0630 – 1830:***

***SUPPORT CONTROLLER 1830 – 0630:***

***LONDON CONTROLLER 0700 – 1900:***

***LONDON CONTROLLER 1900 – 0700:***



Tuesday 11th February 2020 Mark Brown

David Burnett David Wiltshire Ian Swain

Karl Biswell Graham McIntosh Dominic Duggan Keith Stokes

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## Scotland – CCIL 2093106

***01 WRONG SIDE FAILURE REPORTS***

At 1735, 1S17, London North Eastern Railway, London King's Cross – Edinburgh Waverley formed by unit 91119, continuously failed to operate ‘377’ track circuit on the Down ECML line at Abbeyhill Junction, between Edinburgh Waverley and Dunbar. Sand Contamination was found on the railhead, London North Eastern Railway were requested to ascertain if the driver of 1S17 was applying sand at the time.

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

None.

None.

***03 DERAILMENTS***

***04 COLLISIONS***

None.

***05 TRAIN OR VEHICLE RUNAWAY***

None.

***06 OPERATIONAL INCIDENTS***

## North West and Central (NW) – CCIL 2092623

At 0022 (Tue), the driver of 1P97, TransPennine Express, 2340 Manchester International Airport – York reported coming to a stand at Miles Platting Junction whilst crossing from the Down Rochdale Slow line to the Down Rochdale line due to a possession marker board. The board was in position for WON 46, item 171, Miles Platting Junction & Windsor Bridge South Junction/ Windsor Bridge South Junction & Miles Platting Junction/ Ordsall Lane Junction & Manchester Victoria West Junction/ Salford Central & Windsor Bridge South Junction (Mon 2330 – Tue 0500), an LNW Central Manchester managed possession. The driver reported that the boards had subsequently been moved. The ODM reported that the possession limit boards placed on the Down Rochdale line were beyond No. 6705B points, vice the Up Rochdale line on approach to No. 6740B points. The PICOP confirmed at 0055 that the boards had been moved to the correct location. The staff member responsible for the possession boards was relieved of duty and ‘for cause’ screened.

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| TRUST 768784 IQFM | | | | | | | |
| Cancelled | 1 | Part Cancelled | 0 | Trains Delayed | 4 | Minutes | 179 |

## Eastern (Anglia) – CCIL 2093036

At 1525, the driver of 2N86, Arriva Rail London, 1459 Stratford – Richmond stopped the train at the 5-car marker board at Hampstead Heath with one coach not accommodated in the platform and released all doors. There were no passenger incidents reported. The driver was authorised forward to Willesden Junction where the driver was relieved of duty.

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| TRUST 770751 TEKJ | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 13 | Minutes | 56 |

***07 TRAINS WITH STRANDED PASSENGERS***

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***Region / Route*** | ***Train*** | ***Since*** | ***Between*** | ***OUTCOME*** | ***CCIL*** |
| Eastern (Anglia) | 1B27, Greater Anglia 0900 Stanstead – London Liverpool Street | 0925 -  1027 | Sawbridgeworth - Harlow Mill | 2H15 unit failure in advance, set back to Bishops Stortford | 2092849 |
| Southern (Sussex) | 1N18, Govia Thameslink Railway 1332 Brighton - Southampton | 1343 –  1454 | Southwick – Shoreham By Sea | Person on the line ahead of the train, person removed by BTP | 2092991 |
| Southern (Wessex) | 1A35 South Western Railway 1253 Waterloo - Alton | 1406 -  1540 | Bentley - Alton | Tree struck by train | 2093001 |
| Scotland | 1M98 TransPennine Express 1308 Glasgow Central – Manchester Airport | 1354 -  1625 | Carstairs – Beattock Summit | 1M98 unit failure | 2092998 |
| Scotland | 1M98, TransPennine Express, Glasgow Central – Manchester Airport | 1355 –  1628 | Carstairs and Lockerbie | Failed train assisted into Abington Loop then proceeded to Carlisle | 2092998 |

***08 SIGNIFICANT POSSESSION PROBLEMS***

None.

***09 FATALITIES***

## Eastern (North & East) – CCIL 2093112

At 1747, the driver of 1P32, TransPennine Express, 1543 Newcastle Central – Manchester Airport, reported that the train had struck a person on the Up Fast line at Mirfield station. All lines were blocked, Emergency services and Network Rail staff attended at 1810. Northern services were diverted via Bradford Interchange and TransPennine Express services were suspended between Huddersfield and Leeds. BT Police (ref. 512) reported at 1833 that having obtained a statement from the driver, they had deemed the incident a non-suspicious accidental act. Due to the person being a minor, forensic recovery was required and SOCO were summoned to site, arriving at 1946. At 2008, 1P32 was authorised to depart and all lines remained blocked while SOCO undertook body recovery. All lines were reopened from 2145. Service recovery continued until the end of service.

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| TRUST 771084 XQGL | | | | | | | |
| Cancelled | 39 | Part Cancelled | 43 | Trains Delayed | 171 | Minutes | 1927 |

## Wales and Western (Wales) – CCIL 2093201

At 2048, the driver of 2T56, Transport for Wales, 1948 Penarth - Treherbert, reported that the train had struck a person on the Single line between Tonypandy and Llwynypia, the line was blocked, Emergency services and Network Rail staff attended at 2122. Services were suspended between Treherbert and Pontypridd. BT Police (ref. 628) reported at 2151 that having obtained a statement from the driver, they had deemed the incident a non-suspicious deliberate act. The line was reopened from 2225.

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| TRUST 771589 XQWC | | | | | | | |
| Cancelled | 1 | Part Cancelled | 2 | Trains Delayed | 6 | Minutes | 84 |

***10 INJURIES/ASSAULTS***

None.

## Eastern (Anglia) – CCIL 2092893

At 1025, the driver of 2T10, Greater Anglia 1001 Marks Tey - Sudbury, reported a near miss at Hicks Private Footpath Crossing, near Sudbury with a member of the public. The driver applied the emergency brake and declared the incident a near miss. The driver was fit to continue. The BTP were not advised.

## Eastern (Anglia) – CCIL 2092965

At 1300, the driver of 1B66 Greater Anglia, 1255 Liverpool Street – Stanstead reported a near miss at Cambridge Heath station with a person believed to be intending to do themselves harm. The person was reported to have been restrained by passengers and potentially station staff. The driver was fit to continue. The BTP (ref. 291) attended and took the person into custody. A Mobile Operations Manager attended.

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| TRUST 770403 QXHM | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 8 | Minutes | 28 |

## Wales and Western (Western) – CCIL 2092812

At 1739. the driver of 2F24, Great Western Railway, 1524 Paignton - Exmouth, reported a near miss at Lympstone Village with a group of youths who were standing on the platform ramp. The driver was fit to continue. The BTP (ref. 567) were advised. No further sightings of the youths were reported.

***12 RAILWAY CRIME***

## Southern (Sussex) – CCIL 2092991

At 1349, the drivers of 1H35, Govia Thameslink Railway, 1314 Littlehampton – Haywards Heath, and 1N18, Govia Thameslink Railway, 1332 Brighton – Southampton, both reported a trespasser walking lineside between Shoreham-by-Sea and Southwick. The driver of 1N18 subsequently reported that the person had laid down in the four foot ahead of the train. An emergency switch off was carried out at 1408 of the Up and Down lines between Portslade and Lancing due to the proximity of the person to the conductor rail. The BT Police (ref. 320) attended site at 1422 and removed the person from the track at 1443. All personnel were reported clear of the track and current recharged at 1448.

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| TRUST 770603 XQBV | | | | | | | |
| Cancelled | 4 | Part Cancelled | 20 | Trains Delayed | 77 | Minutes | 979 |

## Eastern (Anglia) – CCIL 2092779

At 0727, 2A06, Greater Anglia, 0724 Manningtree – Harwich Town, formed by unit 360115, comprising four coaches in all, overran Mistley station by a coach length, returning to the station with permission. The driver stated that the overrun was due to poor railhead conditions. The driver was fit to continue,

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| TRUST 769558 TEBG | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 1 | Minutes | 5 |

## Eastern (North & East) – CCIL 2093008

At 1429, 2J65, TransPennine Express, 1349 Huddersfield – Leeds, formed by unit 185110, comprising three coaches in all, overran Cottingley station by two coach lengths, returning to the station with permission. The driver stated that the overrun was due to forgetting the booked stop. The driver was fit to continue.

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| TRUST 770521 QQA0 | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 3 | Minutes | 17 |

## North West and Central (C) – CCIL 2093162

At 1924, 1G55, Chiltern, 1847 London Marylebone – Birmingham Snow Hill, formed by units 168219, 172104 & 172103, comprising seven coaches in all, overran Haddenham & Thame Parkway station by seven coach lengths. The driver stated that the overrun was due to them forgetting to stop. The driver was fit to continue to Banbury, where they were relieved of duty.

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| TRUST 771352 THOH | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 5 | Minutes | 27 |

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

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

With reference to an item detailed in this section of yesterday’s report regarding the broken rail at Ranskill Loop: By 0237, the new rail had been installed and welding commenced, with testing completed by 0435, allowing the possession to be given up and normal signalling to resume.

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

## Wales and Western (Western) – CCIL 2093169

At 1945, 2D92, Great Western Railway, 1815 Warminster – Bristol Parkway, formed by unit 166212, comprising three coaches in all, overran Stapleton Road station by ½ a coach length. The train did not return to the station. The driver stated that the overrun was due to a lapse in concentration. The driver was fit to continue.

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| TRUST 771418 TEFA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 2 | Minutes | 9 |

## Scotland – CCIL 2092995 / Fault No. 349496

At 1339, a momentary power failure in the Hunterston area caused all signals to revert to red, as the back- up power supply came on. 1T13, ScotRail, 1248 Glasgow Central – Largs passed GPH525 signal by 10 yards. The driver was fit to continue when the circumstances were explained.

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| TRUST 770486 CQL2 | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 2 | Minutes | 13 |

***16 POINTS FAILURES***

## Eastern (North & East) – CCIL 2092694 / Fault No. 787329

At 0447, the Shift Signalling Manager at Leeds Sub ROC reported that No.1364 points on the Up and Down Leeds line at Church Fenton North Junction had failed with no Normal detection. Services were diverted via Castleford and Milford where possible. The Mobile Operations Manager and S&T staff were on site at 0530. The Mobile Operations Manager advised at 0543 that a power supply fault was affecting Nos.1364 and 1365 points. A faulty battery charger was identified with a replacement sourced from Leeds, arriving on site at 0830 then fitted and tested by 0920, allowing normal signalling to resume.

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| TRUST 769085 IQGG | | | | | | | |
| Cancelled | 0 | Part Cancelled | 15 | Trains Delayed | 142 | Minutes | 1207 |

## Southern (Wessex) – CCIL 2092962 / Fault No. 463542

At 1254, P’Way staff working on No.5 Ground Frame points at Wilton Junction reported that they were unable to restore the points. The points were secured at 1307, with trains being talked past protecting signals. S&T staff were on site by 1332. Investigations into the failure continued until S&T staff identified a Normal position panel indication lamp that had blown, the lamp was replaced to restore normal signalling from 1715.

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| TRUST 770539 IQCZ | | | | | | | |
| Cancelled | 2 | Part Cancelled | 2 | Trains Delayed | 137 | Minutes | 1152 |

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

## Southern (Wessex) – CCIL 2093031 / Fault No. 463554

At 1504, the driver of 7V07, Freightliner, 1341 Chichester – Merehead Quarry, reported that E737 signal on the Down Slow line at Southampton Central had reverted 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.

## North West and Central (C) – CCIL 2093230 / Fault No. 881777

At 2228 the driver of 2H81, Chiltern, 2201 Gerrards Cross - London Marylebone, reported that ME50 signal on the Up Main line at Sudbury and Harrow Road station 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, S&T and West Midlands control centre undertook an investigation. The driver was fit to continue.

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| TRUST 771775 IQEB | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 11 | Minutes | 45 |

## North West and Central (WCMLS) – CCIL 2092993 / Fault No. 881739

At 1350, Birmingham New Street PSB advised axle counters ‘CBUH’ and ‘CBUJ’ both failed on the Up Coventry line at Birmingham International North Junction. Up direction services were diverted via Solihull and the only route available on the Up Coventry line was via platform 4 at Birmingham International, with services authorised past CB4112 signal at red. S&T staff arrived on site at 1434 and were granted a Line Blockage at 1456, later advising that the axle counter heads needed replacing. Another Line Blockage was taken, and S&T advised they had replaced the axle counter heads at 1715. Once testing was completed by 1743 during another Line Blockage, the aspect restrictions were removed by a passing service at 1747, allowing normal signalling to resume.

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| TRUST 770494 IQEW | | | | | | | |
| Cancelled | 10 | Part Cancelled | 16 | Trains Delayed | 200 | Minutes | 1758 |

***19 BRIDGE STRIKES***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Region / Route*** | ***Time*** | ***Location*** | ***Bridge No.*** | ***Dispensation*** | ***NWR*** | ***CCIL*** | ***TRUST*** |
| Southern (Wessex) | 0840 | Thames Ditton | 14/4 | DA | 1010 | 2092826 | 770248 XQCW = 17 trains = 81 mins |
| Southern (Wessex) | 1137 | Wimbledon | 2/29 | G | 1301 | 2092921 | No delay |

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

None.

***21 TRACTION FAILURES***

## Wales and Western (Western) – CCIL 2092833

At 0848, the driver of 2Y25 TfL Rail, 0822 Heathrow Terminal 4 – London Paddington reported an ATP brake activation whilst crossing from the Up relief to Up Main line at Southall West Junction. At 0859 the driver stated that they had not exceeded the line speed and the ATP beacon on the Up Relief line had incorrectly caused the ATP intervention. After experiencing difficulty releasing the brakes the train went forward at 0909 to London Paddington, where the unit was taken out of service and sent as ECS to Old Oak Common depot for examination. TfL Rail reported at 1153 that the ATP activation was likely to have been caused by driver error.

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| TRUST 769926 TEXA | | | | | | | |
| Cancelled | 19 | Part Cancelled | 0 | Trains Delayed | 75 | Minutes | 1063 |

## Eastern (Anglia) – CCIL 2092849.

At 0928, the driver of 2H15, Greater Anglia, 0800 Ely – London Liverpool Street, formed by unit 317337, reported from Harlow Mill station that the train brakes would not release due to a loss of main reservoir pressure. The driver examined the unit and declared the train a failure due to a defective compressor. 1B27, Greater Anglia, 0900 Stansted Airport – London Liverpool Street, was trapped in rear but could not be used to assist, being formed by unit 379028. With assistance from the front precluded by Harlow Town Ground Frame being out of use, this resulted in the need to return 2S17, Greater Anglia, 0913 Bishops Stortford – London Liverpool Street, to Bishops Stortford and clear the Up line for 1B27 to also move in the wrong direction to Bishops Stortford and allow 2S17 to assist the failed train from the rear. 2S17 commenced the wrong direction movement at 1007 and 1B27 commenced the wrong-direction movement at 1027. The assisting unit departed Bishops Stortford at 1055 and attached to the rear of the failed train at 1112. 2H15 was assisted forward at ECS, clearing the line at 1125.

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| TRUST 769958 MEBJ | | | | | | | |
| Cancelled | 56 | Part Cancelled | 29 | Trains Delayed | 55 | Minutes | 511 |

## Eastern (North & East) – CCIL 2092888

At 1018, the driver of 1A20, London North Eastern Railway, 0945 Leeds – London King's Cross, formed by set BN10, advised that they were having brake issues on the Up line between South Elmsall and Adwick, and were struggling to travel faster than 4 mph. A block to traffic was imposed for traffic with Leeds Sub ROC. At 1107, 1A20 came to a stand at Adwick, in response the Thunderbird rescue unit was mobilised from Doncaster. After coupling to the front of 1A20, the Thunderbird took the service into Doncaster at 1203, where the train terminated before running as ECS to Bounds Green Depot.

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| TRUST 770037 OOQG | | | | | | | |
| Cancelled | 6 | Part Cancelled | 8 | Trains Delayed | 87 | Minutes | 1042 |

## Scotland – CCIL 2092998

At 1353, the driver of 1M98, TransPennine Express, 1308 Glasgow Central – Manchester Airport, formed by unit 350403, reported that the train had stopped out of course on the Up Main approaching Abington, between Carstairs and Beattock, with all power lost on the unit. The driver was unable to overcome the fault and the unit was declared a failure at 1422. 1S56 TransPennine Express 1207 Manchester Airport – Edinburgh was terminated at Lockerbie at 1445 and the unit used to assist, attaching to the rear of the failed train at 1539. 1M98 was assisted into Abington Up Loop, clearing the line at 1555. At 1614, after the backlog of trains had been cleared, 1M98 departed Abington for Carlisle, terminating on arrival at 1715, 167 mins late.

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| TRUST 770639 MEAZ | | | | | | | |
| Cancelled | 4 | Part Cancelled | 18 | Trains Delayed | 141 | Minutes | 1913 |

***22 WEATHER-RELATED PROBLEMS***

## Scotland – CCIL 2091252 / Fault No. 349295

At 0800 (Sun), track circuit 724 on the Up line at Winchburgh Junction failed. The driver of a passing service advised at 0845 (Sun) that the track was flooded over a length of 150 yards, but the water was not above the railhead. P’Way staff arrived on site and advised the track was fit for linespeed. Services were authorised past EL622 signal at red. By 1937 (Sun) the floodwater had receded, and the track circuit cleared, allowing normal signalling to resume. At 1930 (Mon) Edinburgh SC advised the track circuit had failed again. S&T and P’Way staff arrived on site and advised the track had flooded again and services were again authorised past EL622 signal at red. At 2214 (Mon) P’Way reported that the water level had dropped to the foot of the rail but had not further pumps available. Services continued to be authorised past EL622 signal at red throughout Tuesday and at 1600 an additional pump was installed in an adjacent field to divert water away from the railway. At 2150 following the track circuit remaining clear for the passage of three services normal signalling resumed.

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| TRUST 768199 IQLE | | | | | | | |
| Cancelled | 3 | Part Cancelled | 6 | Trains Delayed | 359 | Minutes | 1964 |
| TRUST 764139 XQLF | | | | | | | |
| Cancelled | 17 | Part Cancelled | 5 | Trains Delayed | 87 | Minutes | 1279 |

## Wales and Western (Western) – CCIL 2092023

With reference to the item in this section of yesterday’s report regarding OLE damage at Theale; Staff on site were unable to complete all OLE repairs within the possession time, the Up and Down Westbury lines were handed back at 0618 with a Block To Electric Traction imposed. Some services between Reading and Newbury (& vice versa) were cancelled with a bus replacement operating between Bedwyn and Newbury and ticket acceptance arranged with Reading Buses between Newbury and Reading. Work to complete the repairs to the OLE was ongoing at the close of this Report.

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| TRUST 765891 XQDZ (since 10/02) | | | | | | | |
| Cancelled | 113 | Part Cancelled | 22 | Trains Delayed | 274 | Minutes | 5029 |

## Scotland – CCIL 2092352 / Fault No. 349419

With reference to an item detailed in this section of yesterday’s Report, regarding a landslip between Thornhill and Holywood: at 0627 it was reported that the line was closed with services terminated / stated at Kilmarnock. At 1128 the option was explored to run services utilising single line working (SLW) over the Up Main line, due to the time expired since the initial incident line proving was required, this was undertaken during daylight on Tuesday, with no new issues identified. The Down Main line remained closed with rectification works expected to take up to three weeks and the Up Main line to open with a 20mph speed and SLW in place.

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| TRUST 767343 CQLL | | | | | | | |
| Cancelled | 12 | Part Cancelled | 8 | Trains Delayed | 5 | Minutes | 51 |

***22 WEATHER-RELATED PROBLEMS (CONT.)***

## Scotland – CCIL 2093170

At 1730, the driver of 6S45, GB Railfreight, 0625 North Blyth Alcan – Fort William Alcan, hauled by locomotive 66736 reported experiencing adhesion issues between Ardlui and Crianlarich on the West Highland single line, with speed fluctuating between 5 and 20mph. At 1950 the driver of 6S45 reported additional adhesion issues and had come to a stand at Rannoch viaduct, GB Railfreight advised that 1B01, Serco Caledonian Sleeper Limited, 1950 Fort William – Edinburgh Waverley had departed Fort William but was hauled by a single class 73 locomotive. An additional West Coast Railways locomotive was stabled at Fort William, regrettably West Coast Railways were unable to resource a train crew. At 2050 the driver of 6S45 declared the train a failure after again coming to a stand at Cruach snow shed, the decision was made for 1B01 on arrival at Tulloch to detach the locomotive and forward to assist 6S45. The driver of the assisting locomotive reported at 2211 that they had come to a stand at Corrour due to a snow drift in the platform, the locomotive returned to Tullock and after reattaching to the train returned to Fort William. Wednesday morning services were cancelled, and road transport provided. Due to the remote location resources were sort to assist the driver of 6S45, this was ongoing at the close of this report.



***23 FIRES***

None.

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

## Eastern (EM) – CCIL 2092853

At 0929, 6E42, Direct Rail Services, 0715 Stud Farm – Doncaster Up Decoy, activated Thurmaston Up/Down Slow line WILD with axle 17 LHS wheel flat, 508 kN, level 4 alarm. The train was stopped and the driver advised to proceed at 10 mph to Toton Yard, where the vehicle, 7059921138, as per consist, was taken out of traffic.

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| TRUST 769927 MXHI | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 8 | Minutes | 257 |

## Disconnected Hot Axle Box Detectors:

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *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***

None.

***26 TPWS***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Region*** | ***Route*** | ***Train*** | ***Signal/PSR/ Buffer Stop*** | ***Line/Platform*** | ***Location*** | ***Speed (reported)*** | ***Speed (set)*** | ***CCIL*** |
| NW&C | WCMLS | 4M30, DB Cargo, 1927  Grangemouth - Daventry | 50 mph PSR | DTVS line (Up Direction) | Rugby High Oaks Junction – Rugby | 60 mph | 50 mph | 2092673 |
| NW&C | C | 1E36, CrossCountry, 0947 Southampton Central – Newcastle Central | OL3105  signal | Down line | Banbury | 40 mph | 46 mph | 2092918 |
| Southern | Sussex | 2K57, Govia Thameslink Railway, 1922 West Croydon – London Victoria | 20 mph PSR | Up Brighton Slow line | Clapham Junction | 40 mph | 55 mph | 2093173 |

***27 MISCELLANEOUS***

## Southern (Sussex) – CCIL 2093026

At 1450, the driver of 9O44, Govia Thameslink Railway, 1418 Sutton – St Albans City formed by unit 700036, reported that the train was at a stand on the Up Portsmouth line at Streatham Junction with a ballast bag wrapped around the shoe gear. A Line Blockage was granted to the driver to allow them to inspect the shoe gear, the driver confirmed at 1509 that the bag was tightly wrapped around the shoegear. A Mobile Operations Manager was on site by 1522. A traction current isolation was taken at 1544. The bag was removed from the shoegear and the Line Blockage was given up. The traction current was recharged with 9O44 on the move at 1557.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 770662 IQBF | | | | | | | |
| Cancelled | 10 | Part Cancelled | 22 | Trains Delayed | 123 | Minutes | 955 |

## Eastern (Anglia) – CCIL 2093048 / Fault No. 305242

At 1550, it was reported that there was a bin bag hanging below the contact wire on the Up line at Stoke Newington, the line was blocked. A Mobile Operations Manager was on site by 1632 and by 1637 they had authorised the line to be reopened at caution. The line was reopened without restriction at 1655 after the Mobile Operations Manager had observed a service through the section. Significant reactionary delay was attributed to the incident.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 770822 XQHM | | | | | | | |
| Cancelled | 6 | Part Cancelled | 3 | Trains Delayed | 80 | Minutes | 1088 |

## Eastern (EM) – CCIL 2093209

At 2128, the driver of 2S33, East Midlands Railway, 2051 Nottingham - Boston, reported an open door on unit 156912 on departure from Aslockton station. The service was terminated at Grantham and the unit was returned ECS to Nottingham for wrong side failure testing. No passenger incidents were reported. RAIB were notified via N1 form 20/013.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 771625 MEM6 | | | | | | | |
| Cancelled | 0 | Part Cancelled | 1 | Trains Delayed | 2 | Minutes | 28 |

|  |  |  |
| --- | --- | --- |
| ***INCIDENT*** | ***TODAY’S TOTAL*** | ***DAYS SINCE LAST INCIDENT*** |
| **PASSENGER ACCIDENTAL FATALITIES** | **0** | **434** |
| **RAILWAY WORKFORCE FATALITIES** | **0** | **60** |
| **SIGNALS PASSED AT RED (CATEGORY ‘A’)** | **0** | **1** |
| **SIGNALS PASSED AT DANGER (ERROR/TECHNICAL SIGNAL REVERSION)** | **3** | **0** |
| **DERAILMENTS** | **0** | **4** |
| **TRAIN COLLISIONS** | **0** | **4** |
| **TRAINS STRIKING ROAD VEHICLES** | **0** | **15** |
| **ENVIRONMENTAL INCIDENTS** | **0** | **1** |

