2020 02 21 NR Daily Log





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

***NOC MANAGER 1900 – 0700:***

***DUTY CONTROLLER 0630 – 1830:***

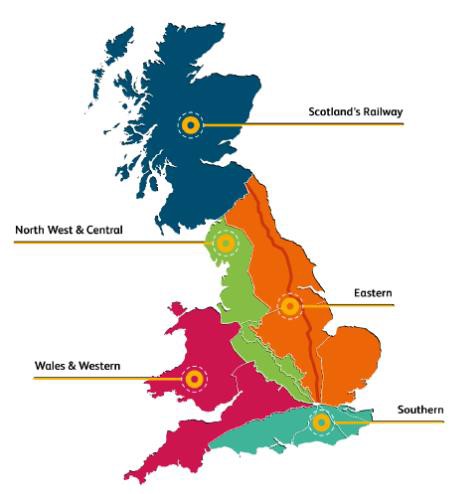
***DUTY CONTROLLER 1830 – 0630:***

***SUPPORT CONTROLLER 0630 – 1830:***

***SUPPORT CONTROLLER 1830 – 0630:***

***LONDON CONTROLLER 0700 – 1900:***

***LONDON CONTROLLER 1900 – 0700:***



Friday 21st February 2020 Lucinda Wing

David Burnett Bob Scoot Pete Ure

Graham McIntosh Sophie Crizzle David Newton Martin Dineen

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None.

***01 WRONG SIDE FAILURE REPORTS***

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

## Southern (Sussex) – CCIL 2098547 / Fault No. 159510

At 0954, 1K16, Govia Thameslink Railway, 0915 Epsom – London Bridge, formed by units 377314, 377301

& 377431, passed T22 signal on the Up London Bridge Slow line at Norwood Junction at red by one yard, being stopped by a TPWS intervention. The driver was challenged and reported a loss of concentration (group 2 cause). After consultation with Govia Thameslink Railway (TOC), the driver was judged unfit to continue and was met on arrival at Norwood Junction. This signal is listed as a Multiple SPAD signal in the most recent Railway Group Safety Performance Report, last incident on 14/04/18. The total number of previous incidents since 1985 is 27, with 8 having occurred within the last five years. All concerned were advised in accordance with NOC 4450 from 1150, (ref. NOC4450/532).

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 799985 UETC | | | | | | | |
| Cancelled | 6 | Part Cancelled | 10 | Trains Delayed | 12 | Minutes | 97 |

***03 DERAILMENTS***

## Wales and Western (Western) – CCIL 2098426 / Fault No. 461172

At 0511, Freightliner reported that a wagon, KEA type VTG3229, from 6A25, Freightliner, 0251 Tytherington – Appleford, had become derailed within the Stone Terminal, with possible track spread as the cause. The incident was initially reported to have not occurred on Network Rail Infrastructure. A Mobile Operations Manager and P’Way staff were sent to site. At 0649 the Mobile Operations Manager confirmed that the derailment, by one bogie, had occurred on Network Rail infrastructure at a set of hand points leading to the push back stop block. The BRUFF team was requested at 0824, with staff being sent from Didcot and Wigan. An Investigating Officer was appointed. At 1003 Freightliner reported that the train had become divided at the time of the incident. Fitters from VTG attended to check the couplings. The rerailing team arrived on site at 1110. The wagon was rerailed by 1514 and was confirmed as fit to move at 1640. P’Way staff stated at 2006 that the right hand switch could be made good to allow trains from Tytherington siding to the single line but that the left hand switch was unserviceable. The NOC sent out a parts request in connection with this.



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| TRUST 799309 FDBH | | | | | | | |
| Cancelled | 1 | Part Cancelled | 0 | Trains Delayed | 0 | Minutes | 0 |

***04 COLLISIONS***

None.

***05 TRAIN OR VEHICLE RUNAWAY***

None.

## Wales and Western (Western) – CCIL 2098664

At 1449, the driver of 2C18, Great Western Railway, 1242 Gloucester – Yeovil Pen Mill, formed by units 158763 & 158745, consisting of four vehicles in all, stopped the train short on the platform at Oldfield Park station, with the rear set of doors not accommodated and with the guard releasing the doors. No passenger incidents were reported. The train crew were authorised to continue.

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| TRUST 800578 TEFA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 2 | Minutes | 10 |

***07 TRAINS WITH STRANDED PASSENGERS***

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***Region / Route*** | ***Train*** | ***Since*** | ***Between*** | ***OUTCOME*** | ***CCIL*** |
| Southern (Kent) | 2L44, Southeastern, 1442 London Charing Cross – Dartford | 1504 -  1633 | Edward Street Junction – New Cross | Train became gapped, assisting unit arranged to move train onto conductor rail | 2098680 |
| Eastern (Anglia) | 1P48, Greater Anglia, 1702 London Liverpool Street – Norwich | 1840 -  1942 | Haughley Junction – Diss | Bridge strike at Diss awaiting examination. | 2098762 |

***08 SIGNIFICANT POSSESSION PROBLEMS***

None.

***09 FATALITIES***

None.

***10 INJURIES/ASSAULTS***

None.

***11 NEAR MISSES***

## Wales and Western (Wales) – CCIL 2098555

At 1018, the driver of 2L47, Transport for Wales, 0746 Cheltenham - Maesteg, reported a near miss at British Tissues UWC, between Tondu and Garth, with a group of people wearing PPE who passed over the crossing as the train approached. No request had been made to use the crossing. The driver was shaken by the incident but was able to continue. No Network Rail staff were in the area. Investigations revealed that Balfour Beatty and National Grid staff were working in the area. A Mobile Operations Manager attended and confirmed the crossing in order at 1120. The Mobile Operations Manager also spoke to the group, reminding them of the correct procedure for use of the crossing. All details were passed to the BT Police (ref 175).

## Southern (Kent) – CCIL 2098637

At 1323, the driver of 1S34, Southeastern, 1210 London Victoria - Dover Priory, reported a near miss at Simpsons FP Crossing, between Sittingbourne and Newington, with a person wearing headphones who passed over the crossing as the train approached. The driver was fit to continue. Following trains were cautioned until 1326 after the area was reported clear. A Mobile Operations Manager attended and at 1534 confirmed the crossing in order.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 800487 XQMD | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 6 | Minutes | 21 |

## Southern (Sussex) – CCIL 2098808 / Fault No. 159521

At 2046, the driver of 2C63, Govia Thameslink Railway, 2025 Seaford – Brighton, reported a near miss at Itford MSL crossing, between Lewes and Southease, with a person who walked out on to the crossing in front of the train. The driver was fit to continue. A Mobile Operations Manager attended and at 2143 confirmed the crossing in order.

***12 RAILWAY CRIME***

## North West and Central (WCMLS) – CCIL 2098341 / Fault No. 882942

At 2305 (Thu), the driver of 1U46, West Midlands Trains, 2153 Crewe – London Euston reported a fire in the cable troughing near RN3434 on the Up Trent Valley Fast line between Nuneaton OHNS and Attleborough Junction. As the driver was reporting the fire, the signaller advised that axle counters RNJP, RNJM, RNJL and RNJK had failed on the Up Trent Valley Fast line, holding RN3434 and RN3438 at red. A Mobile Operations Manager and S&T staff were mobilised to site and BT Police (ref. 703) were advised. A freight service was requested to examine from the adjacent line and reported that the fire was still burning. P&D staff were mobilised to site. The Mobile Operations Manager and S&T staff arrived on site at 2347 (Thu) and reported that there was extensive damage to power cables, but they were unable to approach until P&D had attended. It was advised that the auto transformer feeder (ATF) 25kv cable was run through the troughing at this location. Rugby ECO were requested to de-energise the ATF to allow access. This was confirmed de-energised at 0050 (Fri). Attempted cable theft was confirmed with 60 meters of 25kv cable having had its outer sheathing removed before an attempted cut had taken place. P&D and OLE staff attended and undertook repairs. S&T staff undertook repairs to axle counter cabling. The 25kv replacement cable was confirmed on site at 0656 and work continued until 0920 when it was advised that until a ‘C’ form had been issued, no work could take place within 2.75 meters of the damaged cable. This was issued at 1045 and following the cable replacement and rectification of blown fuses in association with the attempted cable theft, normal signalling was authorised at 1309 after a service was passed through the section to remove aspect restrictions.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 798765 XQNA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 180 | Minutes | 1374 |

***13 STATION OVERRUNS***

## Southern (Wessex) – CCIL 2098613

At 1242, 1P33, South Western Railway, 1200 London Waterloo – Portsmouth Harbour, formed by units 444016 & 444033, overran Godalming station by 10 coach lengths, returning to the station with permission. The driver stated that the overrun was due to forgetting the stopping pattern of the service. The driver was fit to continue.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 800703 THYH | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 3 | Minutes | 13 |

## Wales and Western (Western) – CCIL 2098270 / Fault No. 461156

At 1850 (Thu), P’Way staff reported a cracked crossing in No 8189A points at Southall West Junction, affecting the Down Main line, which required to be repaired within seven days and was to be inspected daily. At 1051, P’Way staff reported that the defect had worsened, requiring a 20 mph ESR to be imposed. Services were cautioned or diverted to the Down Relief line. Service reductions were implemented with the affected operators to ease congestion. P’Way staff arranged for the warning equipment to be positioned. Due to resourcing issues, the replacement could not be undertaken on Friday and was planned to be undertaken on Saturday night.

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| TRUST 800026 IQDR | | | | | | | |
| Cancelled | 66 | Part Cancelled | 22 | Trains Delayed | 350 | Minutes | 3006 |

***15 POWER FAILURES***

## Eastern (East Coast) – CCIL 2098253 / Fault No. 788526

With reference to the item in this section of yesterday’s Report regarding 1E22 striking an OLE stanchion on the Up Main line between Doncaster and Temple Hirst. Following rectification work, the possession was cancelled and normal signalling resumed at 0555, with no requirement for coasting.

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| TRUST 798234 IQIJ | | | | | | | |
| Cancelled | 11 | Part Cancelled | 12 | Trains Delayed | 150 | Minutes | 3747 |

## Eastern (North & East) – CCIL 2098465 / Fault No. 788559

At 0644, York ECO advised that OHL section 168 between Leeds West Junction and Neville Hill had tripped with 3A15, London North Eastern Railway, 0615 Neville Hill – Harrogate in Leeds Platform 8 and 5V06, Northern, 0640 Neville Hill - Leeds on the Up Hull Goods line, in section. The driver of 3A15 reported a flash and bang from the rear of the train. OLE staff attended and investigations were ongoing at the close of this Report.

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| TRUST 799513 IQGG | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 106 | Minutes | 735 |

***16 POINTS FAILURES***

None.

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

## Scotland – CCIL 2098626 / Fault No. 350196

At 1302, the driver of 1B28, ScotRail, 1207 Aberdeen – Edinburgh Waverley, reported that AH14 signal on the Up Main line at Arbroath had reverted from off to red as the train approached. The driver was unable to stop and passed the signal at red. S&T staff attended and rectified the signal fault at 1545. The driver was fit to continue.

## Wales and Western (Western) – CCIL 2098495 / Fault No. 461184

At 0752, LGJ and LGK axle counters on the Down Westbury line at Colthrop, between Thatcham and Midgham, holding the barriers at Colthrop MCB LC in the Down position and T2853 signal at danger. A Mobile Operations Manager, P’Way and S&T staff were sent to site, with the Thames Valley Police (ref

188) advised. A crossing attendant was on site at 0828. S&T fault finding continued throughout the morning. A defective cable was identified by 1318 with the cable in poor condition and staff having difficulty identifying good spare cores. Further testing was undertaken with good spare cores identified, allowing normal signalling to be restored at 1647. Arrangements were made for cable replacement to be undertaken overnight.

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| TRUST 799702 IQDR | | | | | | | |
| Cancelled | 11 | Part Cancelled | 11 | Trains Delayed | 170 | Minutes | 2423 |

## North West and Central (C) – CCIL 2098666 / Fault No. 883046

At 1440, the Marylebone North Workstation signaller advised that track circuit RG had momentarily failed at Bicester South Junction. Trains were talked past ME208 signal on the Up Main and ME210 signal on the Up Bletchley Chord. S&T were on site at 1532 to investigate and reported at 1612 that a fault with the tuning unit on the track circuit feeder had been identified. Spare parts were sourced and a 10 minute Line Blockage of the Up Main was granted by the Marylebone North signaller at 1655 for S&T to carry out the repairs. The track circuit still failed however and a further 10 minute Line Blockage was taken by S&T at 1750. During the Line Blockage, another fault was identified with a receiver. S&T staff undertook the repairs and were granted another Line Blockage at 1920 until 1948 to carry out testing. The repair work had been successful, allowing normal signalling to resume at 1952. Arrangements were made for S&T to return during the night for further follow up testing.

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| TRUST 800685 IQEB | | | | | | | |
| Cancelled | 12 | Part Cancelled | 4 | Trains Delayed | 156 | Minutes | 2026 |

***19 BRIDGE STRIKES***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Region / Route*** | ***Time*** | ***Location*** | ***Bridge No.*** | ***Dispensation*** | ***NWR*** | ***CCIL*** | ***TRUST*** |
| NW & Central (Central) | 0419 | Hinkley | WNS/3 | DA | 0459 | 2098416 | No delay recorded. |
| Southern (Wessex) | 1010 | Isleworth | HOU/31 | DA | 1043 | 2098556 | 800096 XQCW = 6 trains = 43 mins. |
| North West and Central (C) | 1205 | Berkswell Station | RBS1/337 | DA | 1226 | 2098605 | 800324 XQEB, 1 train = 164 mins. |
| Southern (Wessex) | 1220 | Hersham | BML1/65 | G | 1220 | 2098608 | No delay recorded. |
| Eastern (North & East) | 1357 | Wath Road | SMJ1/1 | A | 1417 | 2098645 | 800588 XQGL, 1 train = 7 mins. |
| Eastern (Anglia) | 1401 | Rayleigh | SSV/776 | R | 1446 | 2098646 | 800653 XQHM = 6 trains = 57 mins. |
| Southern (Sussex) | 1609 | Ashurst | SCU1/557 | H | 1710 | 2098689 | No delay recorded. |
| Eastern (Anglia) | 1843 | Diss | LTN1/312 | DA | 1933 | 2098762 | 801299 XQHM = 30 trains = 281 mins. |

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

None.

None.

***22 WEATHER-RELATED PROBLEMS***

## Eastern (East Coast) – 2098531

At 0910, due to high winds, an 80mph ESR to electric traction was placed on all lines between Belford Crossovers and the Regional Boundary. At 1350, the driver of 1E15, London North Eastern Railway, 0952 Aberdeen – London King’s Cross reported multiple droppers had become displaced between Beal and Goswick on the Up Main line. It was further advised that none were foul of the contact wire or consecutive. Morpeth OHL staff were mobilised to site. An additional service reported that due to sway in the contact wire the pantograph had dropped, resulting in the train having to coast for the distance of three droppers. At 1440 the ESR was extended to Widdrington. OHL staff undertook a cab ride on 1S13, London North Eastern Railway, 1100 London King’s Cross – Edinburgh Waverley at 20mph to carry out an inspection between Beal and Goswick and confirmed the previous reports of damage. Arrangements were made for the droppers to be replaced during a planned possession in two weeks time. The 80mph ESR for electric traction remained in place between Widdrington and the Regional Boundary.

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 799944 XQIA | | | | | | | |
| Cancelled | 0 | Part Cancelled | 3 | Trains Delayed | 448 | Minutes | 3211 |

## Scotland – CCIL 2098589 / Fault No. 350189

At 1118, the driver of 2N49, ScotRail, 1051 Glasgow Queen Street – Alloa, reported flood water flowing across both the Down and Up Perth lines between Larbert North Junction and Alloa Junction. A Mobile Operations Manager was dispatched to site. On arrival at 1150, the Mobile Operations Manager reported that a caution to traffic was required on the Down Perth line only, but by 1215 the water level had increased and a 5mph speed restriction was placed on both lines. The signaller also reported that track circuit no. 3313 had failed on the Down Perth line. Services were amended with Glasgow Queen Street – Alloa and Edinburgh Waverley - Dunblane terminating/starting at Stirling. At 1346, the Up Perth line was authorised for normal signalling as the flood water had receded. The 5mph speed restriction remained in place on the Down Perth line until 1718, when normal signalling was resumed following the water level dropping and the track circuit clearing.

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| TRUST 800238 XQLF | | | | | | | |
| Cancelled | 31 | Part Cancelled | 23 | Trains Delayed | 110 | Minutes | 1336 |

## Scotland – CCIL 2096858 / Fault No. 349992

At 1137, the watchman at Mill O’Kier viaduct, reported that the water level had breached the yellow line. Amey were contacted to arrange an absailer to undertake an examination of the structure, once the water level had dropped back below the yellow mark. The water level continued to rise. Perth and Stirling signal boxes were notified at 1316 that no further services towards Dunblane should be permitted. A watchman remained on site throughout the day and reported at 1725 that the water levels had risen. The line was closed at 1734. Arrangements were made for an Amey Structures engineer to attend site on Saturday morning to examine the viaduct.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 801090 XQLF | | | | | | | |
| Cancelled | 9 | Part Cancelled | 35 | Trains Delayed | 22 | Minutes | 183 |

## Scotland – CCIL 2091381 / Fault No. 349312

At 1253, the signaller at Yoker East reported that track circuit no. 439 on the Down Singer line at Knightswood Tunnel was slow to clear after the passage of 2S27, ScotRail, 1158 Whifflet – Dalmuir. A following service was requested to examine the line and reported water coming from the roof of the tunnel and flooding the Down Singer line just below rail head height. A 5mph caution was placed on the Down Singer line. Some services were diverted via Yoker. The ICC flight engineer reported that three pumps were working within the tunnel. At 1321, the signaller reported that track circuit no. 439 had failed and services were then authorised passed YH527 signal with the 5mph caution still in place. The E&P staff were contacted to establish if the remaining two pumps within the tunnel could be manually started. They reported that the location of the flood water did not correspond with the location of the remaining two pumps. At 1440 it was reported that the water level had receded sufficiently to allow the lifting of the speed restriction. A 5mph ESR was reinstated on the Down line as water continued to seep in through the retaining walls but was slowly dissipating. Track staff arranged to attend site on Saturday morning to check water levels ahead of start of service.

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| TRUST 800463 XQLY | | | | | | | |
| Cancelled | 7 | Part Cancelled | 39 | Trains Delayed | 189 | Minutes | 1291 |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 764181 XQLY | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 10 | Minutes | 39 |

## North West and Central (NW) – CCIL 2098614 / Fault No. 883026

At 1230, the driver of 1M11, Avanti West Coast, 1040 Glasgow Central – London Euston, reported that the OHL was blowing around in the wind at Scout Green between Shap and Tebay. A service examined the line in each direction and reported high winds and a dropper off between stations G425/23 and G427/41. A 50mph ESR was imposed between Tebay and Shap on the Up and Down Main lines. OHL staff were mobilised. At 1421 OHL staff undertook a cab ride on board 9S90, Avanti West Coast, 1043 London Euston – Edinburgh Waverley and confirmed one loose dropper. The ESR was withdrawn at 1511.

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| TRUST 800350 IQFO | | | | | | | |
| Cancelled | 0 | Part Cancelled | 0 | Trains Delayed | 102 | Minutes | 789 |

## Scotland – CCIL 2098830 / Fault No. 350235

At 2137, the driver of 2V60, ScotRail, 2114 Balloch – Springburn, reported water above the railhead at Bowling. A 5mph ESR was imposed on both lines between Dumbarton East and Dalmuir. The driver of 2V43, ScotRail, 2054 Springburn – Balloch reported at 2155 that both the Up and Down lines were under water, which was flowing fast. Both lines were blocked. Access to the West Highland line was lost as a result with 1B01, Serco Caledonian Sleeper Limited, 1950 Fort William – Edinburgh Waverley terminated short of destination and passengers forwarded by road. P’Way staff arrived on site at 2159, advising that the drains were overwhelmed with pumps not an option, and they will reattend at 0500 (Sat).

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 801634 | | | | | | | |
| Cancelled | 4 | Part Cancelled | 6 | Trains Delayed | 6 | Minutes | 34 |

***23 FIRES***

None.

## 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) | Branston | Up Tamworth | 18/02/20 | Defective | Y | Awaiting update |  | IM | 154332 |
| 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 (EM) | Langley Mill | Up & Down Erewash Slow | 13/02/20 | SK4 fault | Y | Awaiting update | 18/02/20 | IM | 1564199 |
| 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 |
| Wales & Western (Wales) | Dainton | Down Main | 17/11/19 | Defective PC | Y | Awaiting Update |  | IM | 453850 |
| Wales & Western (Wales) | Pembrey | Up | 17/02/20 | Constantly alarming | Y | Awaiting Update |  | IM | 460854 |
| 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 Abellio East Midlands Ltd concerning Wrong Side Door Failure - 156/9 door - Open in Traffic. All concerned advised in accordance with Group Standard GE/RT8250 from 1200 21/02/2020, reference NIR 3657 (Initial).

***26 TPWS***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Region*** | ***Route*** | ***Train*** | ***Signal/PSR/ Buffer Stop*** | ***Line/Platform*** | ***Location*** | ***Speed (reported)*** | ***Speed (set)*** | ***CCIL*** |
| Eastern | Anglia | 2R07, Greater Anglia, 0854 Felixstowe - Ipswich | 50 PSR | Single | Derby Road | Unspecified | 76mph | 2098530 |
| Southern | Sussex | 9O38, Govia Thameslink Railway, 1249 Sutton – St Albans City | TVS1060 | Up Snow Hill | City Thameslink | 19mph | 18.5mph | 2098643 |
| North West and Central | (WCMLS) | 6Y29, GB  Railfreight, 1202 Crawley New yard – Tonbridge West yard | WM621 | Up & Down South West | Willesden Euro Terminal | 20mph | 14.5mph | 2098642 |
| North West and Central | (WCMLS) | 5M34, Arriva Rail London, 2232 Kensal Green – London Euston | WS23 | Down New | Willesden Lower Level | Unspecified | 22mph | 2098845 |

## Southern (Kent) – CCIL 2098680

At 1504, the driver of 2L44, Southeastern, 1442 London Charing Cross – Dartford, reported that the train was at a stand on the Down Kent Fast line between Edward Street Junction and New Cross with a loss of line light. The driver attempted a reboot, but this did not clear the fault. A Mobile Operations Manager was sent to site and at 1546 reported that the train was not in contact with the Conductor rail, with the driver declaring the train a failure. An assisting unit was sent to site, arriving at 1618. The combined train was on the move at 1634 to Hither Green where the service was terminated. Regular contact was maintained with the crew on 2L44 with no passenger issues reported.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| TRUST 800751 THU1 | | | | | | | |
| Cancelled | 12 | Part Cancelled | 13 | Trains Delayed | 279 | Minutes | 2511 |

***28 REVIEW TABLE***

|  |  |  |
| --- | --- | --- |
| ***INCIDENT*** | ***TODAY’S TOTAL*** | ***DAYS SINCE LAST INCIDENT*** |
| **PASSENGER ACCIDENTAL FATALITIES** | **0** | **443** |
| **RAILWAY WORKFORCE FATALITIES** | **0** | **69** |
| **SIGNALS PASSED AT RED (CATEGORY ‘A’)** | **1** | **0** |
| **SIGNALS PASSED AT DANGER (ERROR/TECHNICAL SIGNAL REVERSION)** | **1** | **0** |
| **DERAILMENTS** | **1** | **0** |
| **TRAIN COLLISIONS** | **0** | **8** |
| **TRAINS STRIKING ROAD VEHICLES** | **0** | **24** |
| **ENVIRONMENTAL INCIDENTS** | **0** | **10** |

