

5 – 11 December 2025

This is a summary of entries from Network Rail's Daily Incident Logs, generated by RSSB's secure Copilot environment.

Co-ordinated by Greg Morse, Operational Feedback Lead, RSSB

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Fatalities

5 December: Person struck at Bamber Bridge MCB crossing

A passenger train struck a person at Bamber Bridge MCB station crossing. It was reported that the person had jumped the barriers, before slipping and being unable to stand up before the train struck them. [North West & Central \(NW\)](#)

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Buffer stop collisions

6 December: Duke of Gloucester strikes stops at Hanwell

Steam locomotive No.71000 *Duke of Gloucester* was making a run-round move when it struck the buffer stops in Hanwell Spur East at Hanwell.

There were no injuries reported.

The locomotive had struck the stops at slow speed, causing the fish plates to snap and with an 18-inch gap in the rail between the axles. An infrastructure damage assessment was ongoing at the close of the Log. [Wales & Western \(Western\)](#)



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Near misses

5 December: Incident with OTM arriving at Norwich Yard as loco runs round train

An on-track machine (OTM) was signalled into Norwich Goods Yard while a locomotive was running round its train. The OTM driver brought the machine to a stand on seeing that the locomotive was foul of the points leading to the OTM siding. There was no requirement for the signaller at Colchester to advise staff in the yard of the arrival of the machine. Arrangements were made for the method of working to be reviewed. [Eastern \(Anglia\)](#)

5 December: Incident with staff van at Inverhaggernie No.1 UWC

The trainee driver of a passenger train reported a near miss at Inverhaggernie No.1 UWC with a rail-owned van. The trainee driver reported that they were at the whistle board for the crossing when the vehicle crossed. No request to cross had been received prior to the incident. Two members of staff were stood down. [Scotland's Railway \(Scotland\)](#)

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Asset-related

6 December: '390' suffers brake fault near Harrow & Wealdstone

A brake fault halted a passenger train (390111) near Harrow & Wealdstone, causing disruption to following trains. After safety procedures, tests, and fleet support intervention, the train was back in motion by 20:05. [North West & Central \(WCS\)](#)

9 December: Fire alarm fault on '345' at Southall compounded by fight on board

A passenger train driver reported a fire alarm sounding in the cab while approaching Southall. The alarm was an indication fault and the train was fit to proceed. However, a fight had broken out on the train, which caused a delay until the miscreants had alighted. [Wales & Western \(Western\)](#)

9 December: '201' evacuated near Werrington after suffering loss of air in main reservoir

A passenger train formed of 201222 came to a stand between Werrington and New England North Junction due to a loss of air in the main reservoir. The driver was afforded two Line Blockages between services to overcome the fault, to no avail. A fitter was unable to overcome the fault, so another train was for a side-to-side evacuation. The fitter remained on site and continued to work on the fault. [Eastern \(East Coast\)](#)

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Arboreal incidents

7 December: Passenger train strikes tree at Mountfield Sidings

A passenger train struck a tree at Mountfield Sidings, between Robertsbridge and Battle. A rescue unit from Tunbridge Wells was used for a successful end-to-end evacuation. The tree was removed and fitters authorised the train to proceed ECS to West Marina Depot. [Southern \(Kent\)](#)

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Platform-train interface

8 December: Wheelchair user falls while boarding at Havant, ramp and chair not lined up

A passenger in a wheelchair fell while staff were assisting them onto a train at Havant. The wheelchair and ramp were not lined up correctly. The incident resulted in the person receiving bruising and a lump to their forehead. They were tended by paramedics on site. [Southern \(Wessex\)](#)

9 December: SOPE incident at Halewood

A near miss occurred at Halewood with two persons sitting dangling their legs over the platform edge. The persons were seen to stand clear of the platform. The driver was fit to continue and BTP were advised. [North West & Central \(NW\)](#)

11 December: Near miss with person walking close to platform edge at Harrow & Wealdstone

A near miss occurred at Harrow & Wealdstone with a person who was walking close to the platform edge. The driver was shaken and took the train forward to Watford Junction, where the service was cancelled. [North West & Central \(WCS\)](#)

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Operational incidents

7 December: Trolley placed on line outside Greenfield possession limits

A trolley was placed on the line without permission and outside the limits of a Greenfield–Hillhouse East Junction possession. Two members of staff were screened as a result. [Eastern \(North & East\)](#)

9 December: Train leaves Euston with pans up, strikes South Hampstead Tunnel, becomes stranded, passengers evacuated

A passenger train left Euston with the pantograph raised. This struck the entrance of South Hampstead Tunnel. The train became stranded within the tunnel. Services were suspended between Kilburn High Road and Euston. The 100 passengers on board were evacuated via the ballast to the Juniper Crescent access point. A rescue unit took the train back to Willesden Depot. [North West & Central \(WCS\)](#)

10 December: Staff working on points outside blockage at Bootle

The signaller saw staff working outside Line Blockage limits at Bootle. The blockage covered No.9 points, the main-to-main crossover, on the Up Main line, but not the Down Main. Staff were seen working on both ends of the points. [North West & Central \(NW\)](#)

11 December: Train signalled into blockage at Inverkeilor

A train was signalled into a Line Blockage at Inverkeilor. The signaller had granted the blockage to staff, but then accepted an early running train. Screening was arranged for the signaller. [Scotland's Railway \(Scotland\)](#)

11 December: Train encounters wrongly placed board at Harold Wood

A passenger driver reported coming upon a possession stop board on the Down Electric line at Harold Wood. The board, associated with a Gidea Park–Harold Wood possession, had been placed on the Down Electric line instead of the Up Electric line. One member of staff was relieved. [Eastern \(Anglia\)](#)

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Overspeeding

6 December: Passenger train travels through 50-mph area at 60 near Pitsea

A passenger train ran through a 50-mph area at 60 mph near Pitsea. The driver had been distracted by making an announcement. The train was cancelled and the driver returned it ECS to Shoeburyness. [Eastern \(Anglia\)](#)

9 December: Passenger train travels through 85-mph PSR at 98 near Penrith

A passenger train travelled through an 85-mph permanent speed restriction (PSR) at 98 between Penrith and Carlisle. The driver was relieved of duty. [North West & Central \(NW\)](#)

11 December: Passenger train travels through 40-mph Cambridge Junction points at 50

A passenger train travelled over 40-mph pointwork at Cambridge Junction at 50. The driver had been expecting and believed they had the indicator for the Down Royston Flyover, but had received the route via Cambridge Junction (Flat) to regulate the service. The driver was authorised to continue to Cambridge, where they were relieved and screening was arranged. [Eastern \(East Coast\)](#)

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SPADs

5 December: Worcester Tunnel Junction – 50 yards (passenger, lack of concentration)

A passenger train passed TJ17 signal at danger by 50 yards. The driver cited a lapse in concentration. North West & Central (Central)

5 December: Redbridge – 10 metres (light loco, read across) – TPWS

A light locomotive passed E770 signal at danger by 10 metres, being stopped by a TPWS activation. The driver said they had read across to E766 on an adjacent line, which was exhibiting a proceed aspect. Southern (Wessex)

5 December: Wimbledon Park – 20 feet (LUL, late braking)

A District Line service passed W372 signal. The driver said it had been too late to stop at the signal. Southern (Wessex)

5 December: Wanstead Park – 30 feet (freight, distraction)

A freight train passed No.903 signal at danger by approximately 30 feet. The driver said they had been distracted. Eastern (Anglia)

5 December: Willesden Junction Low Level – 1 coach length (LUL, multi SPAD, unspecified cause)

A Bakerloo Line service passed WS22 signal at danger one coach length. The driver alleged the signaller had authorised them to pass the signal at danger. WS22 is a multi-SPAD signal, having been passed twice in the last five years. North West & Central (WCS)

6 December: Oxford Road Junction – 80 yards (passenger, special, lack of concentration)

A passenger special passed T2803 signal at danger by 80 yards. The driver said they had lost concentration. They were judged fit to continue and were met on arrival at Newbury. Wales & Western (Western)

6 December: Stourbridge Junction – 212 metres (ECS, authority assumed)

An ECS formation passed SJ632 PLS at danger by 212 metres. The driver said they thought they had authority to perform the next shunt after entering the neck, but the signal had not been cleared as the signaller was awaiting acceptance from the shunter. The driver was deemed unfit to continue. North West & Central (C)

8 December: Liverpool South Parkway – 200 metres (ECS, misread signal) – TPWS

An ECS formation passed WE3855 signal at danger by 200 metres after being stopped by TPWS. The driver said they misread the signal. The driver was judged unfit to continue. North West & Central (NW)

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Weather-related

Storm Bram causes disruption

On 9 December 2025, [Storm Bram](#) caused widespread disruption across the rail network, with flooding, fallen trees, and overhead line damage reported in multiple regions. Key impacts included a train striking a tree at Whitecraigs in Scotland, leading to significant OLE damage and passenger evacuation; persistent flooding blocked lines at Llanwrst and Pontarddulais, while other Welsh routes faced water overtopping sea walls and closure marks; and numerous tree-related incidents affected services from Euston to Willesden, Chandlers Ford, Ruabon, Glan Conwy, Moorside, Thornhill, Ampress Hill, and Largs. Additional issues included blocked lines at Hall Royd Junction, Marley Tunnel, and Disley, with several routes subject to blanket speed restrictions.

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