

14 – 20 March 2025

This is a collation of some of the more noteworthy entries to find their way into Network Rail's Daily Incident Logs. The entries are not, therefore, the final versions of the cases in question, but the first.

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Fatalities

20 March: '56' off on points in Bescot Up Sidings

At 06:25, the driver of a Crewe–Euston service reported that the train had seen an object in the Up Trent Valley Slow approaching Rugeley Trent Valley. The driver of a Basford Hall–Felixstowe North freight examined the line and at 06:44, reported that the object was a badger. The MOM attended to remove same, but at 07:17 reported the discovery of a human body, close to the access point at Bellamour Lane. All lines were blocked. The emergency services attended at 07:33. Scenes of Crime Officers arrived at 08:32. Having obtained a statement from the driver, victimology and scene assessment, BTP deemed the incident an unexpected death, investigated non-suspicious. All lines were reopened from 10:10.

At 15:10, it was reported that the locomotive hauling an Inverness–Euston service at Wembley sidings had been found to have body matter and a mobile phone on the underframe. Locomotive 92014 was quarantined and BTP were informed. [North West & Central \(WCS\)](#)

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Derailments

15 March: '56' off on points in Bescot Up Sidings

At 19:15, it was advised that 56051, on a Bescot Up Sidings–Litchfield North Junction formation had derailed within Bescot Up Signings by three axles. [North West & Central \(WCS\)](#)

15 March: '150' off on points at Canton sidings

At 22:55, it was reported that a Cardiff Central–Cardiff Canton Sidings ECS formation (150258) had derailed on No.2 points at destination. Alternate routing for the sidings was available with delay. The breakdown gang was requested and gave an ETA of 03:00 (Sun). [Core Valley Lines \(Wales\)](#)

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Buffer stop collisions

15 March: '170' rolls back and strikes stops at Dundee

At 15:52, it was reported that a three-car Dundee–Edinburgh Waverley service (170396) had struck the buffer stops on Platform 2 at origin. The trainee driver had taken power to depart when a sudden loss of power caused the unit to roll back into the stops before the trainee driver or driver instructor could apply the brake. The coupler became trapped under the stop and an air leak was reported, resulting in an engine shut down. No incidents or injuries were reported from the passengers on board. Both the trainee driver and the driver instructor were stood down for screening. [Scotland's Railway \(Scotland\)](#)

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Collisions

18 March: RRVs collide during off-tracking at Harlington

At 04:30, the ES for a Luton–Bedford Midland service advised that as two road-rail vehicles (RRVs) were in the process of off tracking from the Down Fast line at Harlington, they collided with each other, causing slight damage to one RRV. No injuries were reported to any personnel. The RRVs were off tracked and screening was arranged for six members of staff. [Eastern \(East Midlands\)](#)

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Staff injuries

15 March: Staff member crushed by crane in Port Glasgow possession

At 20:55, Police Scotland advised BTP that they had received a report that a member of staff was reported to have been crushed during an incident involving a Kirow crane in the Port Glasgow area within a Paisley St James–Gourock possession. Emergency services, including Fire and Rescue were on site at 21:07. RAIB and the ORR were notified at 21:33. The MOM was on site by 21:42. Three members of staff were taken to Queen Elizabeth hospital. The slinger, who received crush injuries to

their left arm (non-life threatening), the crane operator, who sustained a knee injury, and the crane controller, who suffered shock / trauma.

Initial investigations indicated that two radio channels were in operation. The first between two Kirow operators to discuss lifts and moves and the second for communication between the Kirow operator and the staff on the ground. However, upon agreeing the movements, the Kirow operator failed to inform the staff on the ground of the agreed movement and subsequently commenced the move, which resulted in the crane striking a staff member, who had been standing in the four-foot with their back to the crane, resulting in the crush injuries and the glancing blow.

The worksite was quarantined at 00:36, pending the arrival of ORR. Arrangements were made to screen all members of staff involved in the incident. The ORR were on site at 09:14, with the breakdown gang following four minutes later. [Scotland's Railway \(Scotland\)](#)

19 March: Staff member struck by reversing works vehicle at Witham Friary

At 01:10 (Wed), a member of staff suffered an injury at Witham Friary, near Frome, when they stood behind a works vehicle. The driver was unaware of their presence and reversed into the person, who then became stuck underneath the vehicle. The staff member was recovered and was suffering with back pain. An ambulance took the injured person to hospital. [Wales & Western \(Western\)](#)

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Railway crime

19 March: Stones and bricks thrown at trains at Bushey, windscreen broken

At 16:46, the driver of a Euston–Glasgow Central service reported people throwing stones at trains on the Down Fast at Bushey. The MOM and BTP were sent to site and services were cautioned. The train stopped at Watford Junction for inspection and it was advised that the windscreen had been smashed by a brick. It was also reported that two further train had been damaged whilst passing through Bushey. Services continued to be cautioned until 17:18 when normal working resumed after the MOM reported nobody in the area. [North West & Central \(WCS\)](#)

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Station safety

15 March: Passenger unconscious after falling down stairs at Birmingham Snow Hill

At 23:00, it was reported that a member of the public had fallen down a set of stairs and Birmingham Snow Hill, resulting in the member of the public being knocked unconscious. The person was treated by ambulance staff and the person was taken to hospital for treatment. [North West & Central \(C\)](#)

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Platform-train interface incidents

17 March: Near miss with person peering over platform edge at Balham

At 14:47, the driver of a London Victoria–Epsom Downs service reported a near miss at Balham with a person peering over the platform edge. The person moved back when the driver sounded the horn. The driver was fit to continue with the person seen to leave the station. BTP were advised. Southern (Sussex)

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Fires

18 March: Boards placed outside limits of Bulkington possession

At 18:10, the fire alarm at Farringdon activated. The station was safely evacuated and trains were ordered not to call at the station. The MOM was on site at 18:12, with the London Fire Brigade (LFB) following at 18:23.

At 18:39, the MOM reported that there was a fire in the Uninterruptable Power Supply (UPS) room, an LUL asset at the rear of Platform 4 and LFB had requested a suspension on train running whilst they tackled it. LFB were delayed in tackling the fire due to batteries in the UPS room that required to be isolated. Train running remained suspended at the request of the LFB due to excessive smoke at Farringdon station.



At 19:26, the MOM advised that the batteries in the UPS room had been temperature tested by the LFB and train running on both lines could resume, albeit with trains not calling at Farringdon in the Northbound direction due to LFB equipment on platform 4. Trains were authorised to call at Platform 4 from 20:09, normal working resumed. Southern (Sussex)

20 March: Cable fire closes line at Caldercruix

At 16:49, the driver of a Helensburgh Central–Edinburgh Waverley service reported a lineside fire within the railway boundary just beyond Caldercruix station and a caution was imposed on subsequent services.

The driver of an Edinburgh Waverley–Milngavie confirmed at 16:51 that the fire was spreading and the fire service were called. The Edinburgh IECC Shift Signaller Manager advised at 17:21 that all signalling had been lost in the Caldercruix area and S&T staff were advised at 17:24. BTP and OLE staff were also advised.



A Line Blockage was imposed at 17:58 between Bathgate and Caldercruix and at 17:59 the fire service reported they had located a cable fire in the Caldercruix area. The MOM arrived on site with the police at 18:12. Replacement road services were implemented between Airdrie and Bathgate. An emergency isolation was implemented from 18:24 until 18:51 whilst the fire service extinguished the fire.

An Asset Recovery Manager (ARM) was appointed at 19:06. OLE staff completed a visual inspection at 20:12. The ARM confirmed at 20:35 that repairs would not be completed by close of service but should be able to resume tomorrow (Friday) morning. The police and fire service departed and the blockage was handed back. The ARM stated at 21:16 that a further Line Blockage was being taken in order for S&T and telecoms staff to assess the fire damage. Repairs were ongoing at the close of the Log. [Scotland's Railway \(Scotland\)](#)

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Asset-related

15 March: Defective wing rail found in points at Kennet Bridge

At 03:15, Ultrasonics staff identified a defective wing rail within 8403A points on the Down Relief line at Kennet Bridge, Reading, which required a 5-mph emergency speed restriction (ESR) with an inspection after every train. This would require both Relief lines to be closed for 15 mins every hour. The decision was made to not use the Down Relief line pending further assessment / dispensation of the defect. At 06:06, it was reported that the inspection regime had been eased to three at regular intervals before close of service. Permanent Way arrived at 07:03 to put up the warning boards for the ESR. The first inspection was carried out at 09:00 and no deterioration was noted. The warning boards were all in place by 10:00. [Wales & Western \(Western\)](#)

15 March: Cracked lock stretcher found in points at Woking Junction

At 03:58, S&T staff reported the discovery of a cracked lock stretcher on the right-hand switch of 2236A points on the Down Fast at Woking Junction. The points were secured in the normal position, which required Up trains from Guildford to use the bi-directional signalled Down Guildford line. A 60-mph ESR was also required on the Down Fast, with trains initially cautioned. Arrangements were made for the lock stretcher to be replaced overnight. [Southern \(Wessex\)](#)

19 March: Pans down at Bethnal Green

At 09:28, the driver of a 12-car Stansted Airport–Liverpool Street service (745010) reported having experienced an ADD activation on the Up Suburban line at Bethnal Green. The train was able to arrive at Liverpool Street at 09:44, using its other pantograph. Subsequent trains were cautioned or diverted via the Up Main pending the arrival of OLE staff. Damage to the carbon strip of the affected pantograph was reported at 09:40. The MOM arrived at 10:48 and reported that the OLE appeared in good order. OLE staff arrived at Liverpool Street at 11:43 and reported nothing amiss with the pantograph. A cab ride was carried out, with the normal passage of trains authorised at 11:51 after nothing amiss was found. [Eastern \(Anglia\)](#)

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Train dispatch incidents

19 March: Dispatch against red at Woking – no SPAD

At 15:05, it was reported that the guard of a Woking–Waterloo service had attempted to dispatch the train from Platform 3 at origin, whilst the platform starter was still at red. The guard was relieved of duty and the train departed ECS to Waterloo. [Southern \(Wessex\)](#)

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Operational incidents

16 March: Boards placed outside limits of Bulkington possession

At 03:55, it was reported that an irregularity occurred within a Bulkington–Polesworth possession. The PICOP had authorised markerboards for a published worksite to be placed outside the possession limits. The worksite was published with a high end mileage of 107 miles 60 chain, whereas the possession limits were at 105 miles 1140 yards on the Up Trent Valley Fast line and 105 miles 1081 yards on the Down Trent Valley Fast line. The PICOP was relieved of duty and screening was arranged. The MOM attended and recovered the boards, returning them to the ES. Due to RRVs being on track within the correct portion of the worksite, the isolation could not be cancelled at the time. The day-turn MOM attended to assist with Line Blockages to allow OLE staff to remove earths from the OLE outside the possession limits. North West & Central (WCS)

16 March: Crane runs through points not secured for move at Darlington

At 05:45, it was reported that No.1072 points at Darlington had been run through within an East Cowton Crossovers–Aycliffe possession. The points were located between the Up Main and the Up Goods Loop line, and had been set for the movement of the Kirow crane, but had not been secured. The machine controller and the crane operator reported that the route was set correctly and that they had walked ahead of the crane, but after the first portion of the train had passed over the points, they heard a ‘twang’ and observed that the points were stood proud of the rail. The ES and the points operator were stood down and screening was arranged. The crane was moved clear of the points to allow rectification work to be undertaken. Eastern (East Coast)

16 March: MEWP runs through points not set for move at Sutton

At 15:18, S&T staff reported that the ‘A’ end of No. 451 points on the Down Portsmouth line at Sutton appeared to have been run through in the Normal position. The incident had occurred within a Streatham South Junction–Epsom / West Croydon–Sutton / Sutton–Epsom Downs / Wimbledon–Sutton possession. It was found that a mobile elevating work platform (MEWP) had forced the points from Normal to Reverse, causing considerable damage in the process. Arrangements were made for three members of contract staff to be relieved for interview and screening. At 23:50, S&T reported that Normal detection had been obtained and that the points had been signed out of use in the Normal position pending replacement of a half-set. Southern (Sussex)

17 March: ECS encounters wrongly placed board at Wigan North Western

At 00:07 (Mon), it was reported that 5P99, a Wigan North Western–Springs Branch Depot ECS formation had been routed from Platform 4 at Wigan North Western onto the Up Goods lines when the driver brought the train to a stand due to a Possession Limit Board (PLB) in front of the unit. The PLB had been placed in association with a Wigan North Junction–Wigan South Junction possession. The board had been placed Spring Branch side of No. 629A points as opposed to Wigan North Western side. The boards were correctly repositioned and the member of staff involved was screened. The worksite marker boards had been placed right up against the Wigan side of the points so the member of staff, without questioning, placed the PLB in the next closest position. It also transpired that the description in the WON for the placement of the points would have also led to them be incorrectly placed. North West & Central (NW)

17 March: Engineering train passes protecting signal for Roydon Lock crossing, not under local control

At 22:43, it was reported that irregular working had occurred within a Broxbourne–Harlow Mill possession. A Harlow Mill–Whitemoor Yard engineering train had passed the protecting signal (L1089) for Roydon Lock CCTV crossing on the Up Cambridge line. This activated the alarms and road lights for the crossing. The train stopped 100 yards short of the crossing, which was not under local control. Initial investigations identified that it had been transiting through the possession with the intention to stop short of any crossings for them to be taken under local control and for the train to then pass. Interviews from staff involved indicated that the ES had advised the Assistant ES that the train was required to stop at L1089 signal, short of the level crossing. However, the Assistant ES then advised the driver to stop at Roydon platform. This was short of the crossing, but did activate the road lights for the crossing. The ES and Assistant ES were relieved of duty for interview and screening. [Eastern \(Anglia\)](#)

18 March: Boards wrongly placed for Brixton Junction possession

At 02:31, the Operations Delivery Manager (ODM) for a Brixton Junction–Cambria Junction possession reported irregular working. A member of possession support staff had incorrectly placed the possession limit boards on the Brixton Spur at Canterbury Road Junction, when it should have been placed on the Up and Down Catford loop at 3m 61ch. One member of possession support staff was relieved of duty for interview and screening. [Southern \(Kent\)](#)

19 March: Passenger train strikes wrongly placed protection at Taunton East Junction

At 01:58 (Wed), the driver of a Penzance–Paddington service reported that the train had struck detonator protection and a possession limit board on the Up Main at Taunton East Junction. Investigations revealed that the protection had been placed beyond (London side) No.810B points when it should have been placed on the approach (Taunton side). The driver was fit to proceed once the situation had been explained. One member of possession support staff was relieved of duty for interview and screening. [Wales & Western \(Western\)](#)

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SPADs

14 March: Milton Keynes Central – 100 metres (freight, lack of concentration) – TPWS

At 06:45, a Daventry–Felixstowe freight passed TK9734 signal (Milton Keynes Central) at red by 100 metres, having been brought to a stand by TPWS. When questioned, the driver stated a lack of concentration. The driver was judged fit to continue to Bletchley, where they were relieved of duty. [North West & Central \(WCS\)](#)

14 March: Stevenage – 30 feet (passenger, multi-SPAD, lack of concentration)

At 12:01, a Brighton–Cambridge service passed YB1303 signal (Stevenage) at red by 30 feet. The driver was challenged and reported a lack of concentration. After consultation, the service was

terminated at Stevenage and the driver was judged fit to continue ECS, being met on arrival at Letchworth Arrival and Departures Road.

YB1303 is listed as a multi-SPAD signal in the most recent multi-SPAD list.

Last incident: 17/04/23.

Total number of previous incidents since 1985: 6, with 2 having occurred within the last five years.

Eastern (East Coast)

14 March: Alstone – 1 coach length (ECS, lack of concentration)

At 12:15, a Cheltenham Spa-bound ECS formation passed G422 PLS (Alstone) at red by a coach length. When questioned, the driver said they had lost concentration as they were busy. The driver was judged fit to return the train to Alstone Up Goods Loop for relief. Wales & Western (Western)

14 March: Millerhill Yard – unspecified distance (shunt move, STOP board, unspecified cause)

At 16:35, while undertaking a shunt movement within Millerhill Yard, the driver of 66011, passed the Stop Board on F5 siding without authority. The driver gave no reason for passing the board. The driver was judged unfit to continue and was relieved of duty for screening. Scotland's Railway (Scotland)

15 March: Worcester Tunnel Junction – 1 loco + 1 wagon length (freight, misread signal) – TPWS

At 22:22, a Bescot–Abbotswood Junction freight passed TJ22 signal (Worcester Tunnel Junction) at red by 1 locomotive and 1 wagon length, with the train brought to a stand by TPWS. When questioned, the driver said they had read the wrong signal. The driver was judged fit to continue and was met on arrival at Worcester Yard. North West & Central (C)

16 March: Dickens Junction – 176 yards (tamper, signal not sighted)

At 06:27, it was reported that irregular working had occurred in a Farringdon / London Blackfriars–Loughborough Junction / Dickens Junction possession. The PICOP said they had given permissions for a London Blackfriars–Ashford Crane Depot tamper to proceed on the Down Snow Hill line to TL4235 signal, where marker boards were placed short of possession limit TL7043 points at Dickens Junction. Possession support staff were advised that, once the tamper was at a stand at TL4235 signal, they could lift the protection. The tamper however came to a stand at TL4413 signal, beyond both TL4235 signal and TL7043 points. The PICOP contact the driver, who stated that they did not see TL4235 signal, and proceeded to the signal that they could see. The incident was treated as a SPAD at TL4235 signal, by 176 yards. The driver was judged fit to continue, and did so at 07:54. The driver was met on arrival at Ashford Crane Depot for interview and screening. Southern (Sussex)

18 March: Borough Market Junction – ½ a coach length (passenger, sunlight obscuration)

At 08:31, a London Cannon Street service passed TL79 signal (Borough Market Junction) at red by half a coach length. When questioned, the driver said their vision of the signal had been obscured by sunlight. The driver was judged fit to continue and was met on arrival at London Bridge, where the

train was terminated. Trains were diverted to London Charing Cross until the train had gone forward and the line had been examined. [Southern \(Kent\)](#)

18 March: Roby – 30 metres (passenger, anticipation of clear aspect)

At 20:01, a Wigan North Western–Liverpool Lime Street service passed LL3593 signal (Roby) at red by 30 metres. When questioned, the driver said they had anticipated a green aspect. The driver was authorised to proceed to Broad Green at a reduced speed, where they were relieved of duty. The service was then taken forward to destination by a relief driver at 20:43. [North West & Central \(NW\)](#)

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