

13 – 19 March 2026

**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

### 15 March: COSS struck and killed by train near Radlett Junction, RIP

At 21:06, the driver of a Sheffield–St Pancras service reported that the train had struck a person on the Up Fast line, in the Radlett Junction area. All lines were blocked and the emergency services and Network Rail staff attended. Services were platformed along the route and replacement road transport was requested, complicated by the fact that the East Coast Main Line was blocked south of Peterborough, and passengers were being transported by road to Bedford. A shuttle service was introduced between Luton and Bedford, and road transport was arranged between Milton Keynes Central and Bedford. The incident train remained at a stand north of Elstree & Borehamwood with 170 passengers aboard. No issues were reported aboard. RAIB advised they were not attending immediately, but would make use of the services of an Accredited Agent.

At 21:43, life was pronounced extinct. RIP. BTP reported at 22:01 that, having obtained a statement from the driver, they had deemed the incident an unexpected death, under investigation, work-related. The person struck was reported to have been a COSS, who had been afforded a Line Blockage of the Down Fast in order to amend speed boards for a sink hole at Elstree & Borehamwood, although they were struck on the Up Fast.

Another train had been provided at the adjacent Down Slow line platform which, once passengers had transferred, commenced a wrong direction movement to Mill Hill Broadway at 01:22. [Eastern \(EM\)](#)

## 19 March: Pedestrian struck and killed by train on Aston Magna No. 1 crossing

At 09:53, the driver of a Great Malvern–Paddington service reported that the train had struck a person at Aston Magna No.1 crossing, between Honeybourne and Moreton-in-Marsh. Both lines were blocked. The driver said the person had been walking over the crossing and had tripped as the train approached. RAIB were informed at 10:29, and confirmed that they would be attending. The MOM, acting as an Accredited Agent, collected evidence. The emergency services arrived from 10:19, with Network Rail staff following at 10:40. Services were terminated short at Long Marston and Moreton-in-Marsh. Having obtained a statement from the driver, BTP deemed the incident an unexpected death, investigated, non-suspicious. SOCO arrived at 11:30. A relief driver followed three minutes later. All lines were reopened from 12:31. At 17:03, it was reported that one of the boards from the surface of the crossing had been removed by RAIB, and the rest were in poor condition. Arrangements were made for the crossing surface to be replaced overnight. [Wales & Western \(Western\)](#)

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## Derailments

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### 16 March: Stoneblower off on points at Kennethmont Sidings

At 00:11, a stoneblower became derailed by the front bogie when departing the Down Sidings at Kennethmont. The derailment, on Network Rail infrastructure, did not conflict with lines open to traffic due to an Inverurie South Junction–Huntly possession being in place at the time. The train was moving at less than 5mph leading up to the incident. There were no injuries reported. The breakdown gang were contacted at 00:43 and deployed. Operational staff, including the MOM, arrived from 01:15. The signaller was relieved of duty and screening. Initial inspections suggested that the points were set correctly, but had not fully moved across. Investigations into the extent of damage and recovery required remained ongoing at the close of the Log. [Scotland's Railway \(Scotland\)](#)

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## On-board injuries

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### 15 March: Person breaks leg in fall from raised area on '756'

At 17:18, it was reported that a Treherbert–Cardiff Central service had arrived at destination with an injured passenger aboard. The train was formed of 756103, one of a class of units that have areas of raised seating. It was found that the person had sat in the raised seating area, but on attempting to alight at Cardiff Queen Street, had forgotten about this, and thus fell as they tried to stand in the aisle, sustaining a broken leg in the process. The injured party was taken to Cardiff Central to be more readily attended to by medical staff. [Wales & Western \(Wales\)](#)

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## Road vehicle incursions

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### 15 March: RTA on A9 leads to car in cress near Blair Atholl

At 16:41, Police Scotland reported that a road traffic collision had occurred on the A9. At 16:46, the driver of a Perth–Elgin service reported a car in the Up cress. The MOM was sent to site, and at 17:05 Police Scotland reported that one person was with the vehicle, sleepy and suffering from a headache.



Trains continued at caution until 17:17, when a Line Blockage was granted between Blair Atholl and Dalwhinnie. The person was removed and moved to an ambulance, and all emergency services were confirmed clear of the line at 18:24. The route re-opened at 18:35, at caution on the Up Main. The MOM arrived at 18:48, and at 19:46 Police Scotland reported that their recovery equipment could not get close enough to remove the car. Off Track were on site at 22:30 to carry out fence repairs. The car was moved to an access point by 23:56, clear of the formation pending later removal. Fence repairs were completed by 00:33. [Scotland's Railway \(Scotland\)](#)

### 17 March: Car driven onto line at former Holt station, three arrested

At 02:38, Wiltshire Police reported that a car had been driven onto the line between Melksham and Bradford Junction, at the site of the former Holt station, while attempting to evade the police. The car ended up stuck in the four-foot of the Melksham single line, which required a Bescot Engineers Sidings–Westbury Yard freight to be brought to a stand with an emergency GSM-R call to prevent a collision.



The occupants of the vehicle left the scene, however, following a police search three individuals were arrested nearby. The line was blocked pending investigations. BTP were aware of the incident and attended from 03:59. Permanent Way were requested to site and arrived at 04:57. Replacement road services were requested at 07:00 operate Westbury to Chippenham via Trowbridge and Melksham. An emergency possession was taken at 10:30, which allowed the car to be removed with the assistance of an RRV, and for Permanent Way and Ultrasonics staff to access the infrastructure. The car was removed at 11:45 and the track inspected with no issues found. Normal working resumed from 12:12. [Wales & Western \(Western\)](#)

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## Bridge strikes

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### 13 March: Car strikes bridge near Leighton Buzzard, bursts into flames

At 18:50, Rugby Route Control received an emergency call from BTP, reporting that a car had struck bridge LEC/131, between Ledburn Junction and Leighton Buzzard, and burst into flames, remaining under the bridge. All lines were blocked and signals replaced to red by the signaller.



The driver of a Euston–Motherwell service reported TK3189 signal on the Down Fast line at Ledburn Junction had reverted from green to red in front of the train and they were unable to stop in time, coming to stand at the next signal, TK3191. The driver was fit to continue when the circumstances were explained.

Services were prevented from departing Euston, and southbound services were held at Milton Keynes Central. Fire & Rescue, Ambulance and Police were all on site by 18:54. The MOM arrived at 19:14 and confirmed at 19:17 that the fire was extinguished. Normal running was authorised. North West & Central (WCS)

### 19 March: Bus strikes bridge in Cheltenham, loses roof, passengers evacuated

At 11:48, Gloucester Police reported that a bus had struck a bridge on Hyde Lane in Cheltenham, and had become wedged underneath and that people were trapped on the vehicle. The lines were blocked. The police further advised at 11:48 that the roof of the bus had been removed. Gloucester Police and Fire Service arrived at 12:00, and reported that the passengers had been evacuated. There were a number of walking wounded. The police confirmed that no one would be allowed to move the bus until a Network Rail incident officer was appointed on site. The Up Main line was examined by a Bristol Temple Meads–Manchester Piccadilly and the Down by an Edinburgh–Plymouth. Nothing untoward was reported and normal line speed resumed at 12:46. The bus was removed at 13:32, the tyres being deflated to allow this. The bridge was examined and normal line speed confirmed at 14:34. Wales & Western (Western)

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## Asset-related

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### 15 March: Cracked crossing found at Sheffield South Junction

At 03:49, staff discovered a cracked crossing at Sheffield South Junction which required the imposition of an immediate 20-mph ESR and a watch person. A new crossing was arranged to be installed overnight tonight. If the points are plain lined, it will prevent access to Platforms 6, 7 and 8 at Sheffield from the south and will be very restrictive operationally. At 09:25, it was advised that services would run as booked and be cautioned over the crossing at 5 mph. A replacement rail was sourced to site, with an emergency possession agreed for the following two nights to undertake full repairs. Eastern (North & East)

## 19 March: Broken rail found on Womersley level crossing

At 03:48, the driver of a Peak Forest–Stourton freight reported a broken rail on the Down Doncaster line at Womersley level crossing. The barriers remained in the down position with services authorised past FE6443 signal due to the subsequent failure of No. 6281 track circuit. The MOM was on site at 04:49, and confirmed a broken rail within the deck of the crossing. A block to traffic on the Down Doncaster line was duly imposed. An all-line block was taken at 10:00 to allow the crossing deck to be removed and repair work to take place. A new piece of rail was installed and normal working resumed at 14:20. [Eastern \(North & East\)](#)

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## Railway crime

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### 17 March: Staff member pushed from platform to track in front of freight at Bedford

At 01:32 (Tue), the driver of an Earles Sidings–Dagenham Dock freight reported a near miss at Bedford with a member of station staff. The person was pushed onto the track by a member of the public, before climbing back to the platform as the train approached. The staff member sustained a cut to their head and an injured hip as a result of the fall. The driver was fit to continue but was booked relief at Bedford anyway. BTP were advised but were unable to attend and requested Bedfordshire Police to assist. The MOM attended at 01:43 and ensured that the driver was able to give the police a statement. Station CCTV footage was viewed and handed over to the police. An ambulance attended to the injured staff member who was taken to hospital for assessment and treatment. Bedfordshire Police apprehended the individual suspected of pushing the staff member onto the track. [Eastern \(EM\)](#)

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## Train dispatch incidents

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### 14 March: ‘RA’ given while train manager’s door open at Coventry

At 12:38, the dispatcher at Coventry gave the ‘Right Away’ to the driver of a Euston–Birmingham New Street service whilst the train manager’s door was still open. The dispatcher was relieved of duty. [North West & Central \(C\)](#)

### 17 March: Dispatch against red at Clapham Junction – no SPAD

At 07:06, the driver of a Waterloo–Weybridge service reported that the guard had given authority to proceed at Clapham Junction whilst W307 signal, the platform starter, was red. The guard was relieved of duty at Staines. [Southern \(Wessex\)](#)

### 19 March: Dispatch against red at Milton Keynes Central – no SPAD

At 15:58, the Senior Conductor on a Crewe–Euston service attempted to dispatch the train against a red signal at Milton Keynes Central. The Senior Conductor advised they were distracted by a passenger asking them a question and were deemed fit to continue to Euston, where they were taken off duty. [North West & Central \(WCS\)](#)

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## Operational incidents

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### 15 March: Passenger train strikes dets left out at Wigton

At 10:21, the driver of a Carlisle–Whitehaven service reported running over three detonators on the Up Main at Wigton. There had been a Line Blockage in place overnight which was handed back at 07:33. An investigation was launched. [North West & Central \(NW\)](#)

### 15 March: Passenger train signalled into possession not yet given up near Primrose Hill, strikes protection

At 11:22, the Wembley Mainline Shift Signalling Manager reported an irregularity at Primrose Hill. The signaller believed that a possession had been given up and signalled a Euston–Birmingham New Street on the Down Fast line, clearing protecting signal WM117. The train passed the signal, ran over detonator protection and hit a PLB. The driver applied the emergency brake. The unit was inspected for damage, with none found, and set back to Euston where the service was cancelled. The MOM went to site, with another attending Wembley Mainline Signal Box. The train had been travelling at 55 mph at the time of the incident. The signaller involved was stood down from duty and screened. Further investigation revealed that the signaller had not been relieved of duty immediately after the incident and instructed the driver to change ends and take the service back to Euston. During this move, PSS were walking in the four-foot of the Up Fast to remove the detonator protection. There were no near misses reported. [North West & Central \(WCS\)](#)

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## SPADs

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### 13 March: Ulceby Junction – 1 loco + 1 wagon length (freight, lack of concentration)

At 01:23 (Fri), a Santon–Immingham Ore Terminal freight passed IR112 signal (between Ulceby Junction and Humber Road Junction) at danger by the locomotive and one wagon length. The driver advised a lapse of concentration. The driver was judged unfit to continue and was met on arrival at destination. [Eastern \(North & East\)](#)

### 16 March: Eastleigh – 10 metres (ECS, distraction)

At 23:55, a Southampton–Eastleigh ECS formation passed E89 signal (Platform 3, Eastleigh) at danger by 10 metres. The driver said they had been distracted, looking for the 10-car stop marker. The train was booked to be formed of a 5-car, but was running as a 10-car following a stock change. The driver was judged fit to continue and was met on arrival at Southampton. [Southern \(Wessex\)](#)

### 17 March: Winchfield – 1 foot (passenger, unspecified cause)

At 15:57, a Weymouth–Waterloo service passed BE6003 signal (fixed red limit of shunt signal) on the Up Slow at Winchfield at danger by one foot. The train was in the process of shunting from the Up Fast to the Up Slow line to enable the train to be platformed for an ill passenger on board. The driver made no allegation against the infrastructure. The driver was judged fit to continue and was met on arrival at Woking. [Southern \(Wessex\)](#)

## 18 March: Cosham Junction – 1 coach length (passenger, lack of concentration)

At 22:26, a Portsmouth Harbour–Eastleigh service passed HT320 signal (Cosham Junction) at danger by one coach length. The driver advised that they had lost concentration. The driver was judged unfit to continue and was relieved on site. Another driver, travelling aboard the train, took it forward at 22:42. [Southern \(Wessex\)](#)

## 19 March: Garden Street level crossing – 3 metres (passenger, lack of concentration)

At 05:18, a Cleethorpes–Liverpool Lime Street service passed P979 signal (Garden Street level crossing) at danger by approximately three metres. The driver said they had lost concentration. The the driver was judged fit to continue to Grimsby Town only for relief. [Eastern \(North & East\)](#)

## 19 March: Shields Depot – 1 train length (ECS, read across)

At 22:35, a Shields Depot–Yoker ECS formation passed GS5951 signal (Shields Depot) at red by a full train length. The driver said they had read the wrong signal. The driver was judged fit to continue and was met on arrival back at the depot. [Scotland's Railway \(Scotland\)](#)

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