

5 – 11 July 2024

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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Derailments

7 July: ECS off around handpoints at Gloucester

At 23:45 (Sat), it was reported that a Gloucester–Gloucester Carriage Sidings ECS formation (165101) had derailed by one bogie between the Parcel line and No.3 Carriage Siding in the vicinity No.35 handpoints at Gloucester. There were no reported injuries and the incident was contained to the Carriage Sidings and Parcels line.

RAIB were advised at 00:48. Screening and interview of the driver was requested. An existing possession at Gloucester was altered to allow the breakdown gang access.

The breakdown gang arrived at 02:57 to commence recovery. The unit was rerailed at 05:30. It had been moved into Carriage Siding No. 3 by 06:20. [Wales & Western \(Western\)](#)



8 July: RRV off while digging in possession at Morley

At 18:10, a member of staff reported that an RRV had derailed at Morley whilst working within a Thornhill LNW Junction–Copley Hill East Junction possession, causing minor damage to the sleepers. The RRV was working on the Up Huddersfield line digging into the six-foot for drainage. The machine then slewed round to the cess and the bogie started to lift. The crane controller then advised the driver to stop, who put the bucket on the ground and the machine derailed. Screening was arranged for the crane operator. Eastern (North & East)

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Collisions

5 July: Error sees unit roll and recouple to another at London Victoria

At 23:20, it was reported that there had been a slow-speed roll back and collision between two units on Platform 12 at London Victoria. The two units had been split in the platform as booked with 377158 forming a Dorking service and 377145 a train for Horsham at the buffer stops end. The driver reported that they put their key in the country end cab of 377145 and stated that the doors were closed. However, it started to roll forward onto '158, recoupling both units. There was no reported damage or injuries. The driver admitted that they had put the power/brake controller into 'running release' position allowing the unit to roll forward on the slight gradient. Both drivers were interviewed with the driver of '145 also being screened. Southern (Sussex)

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Buffer stop collisions

8 July: Train strikes stops at London Victoria

At 10:15, the driver who was to work the empty stock of a Littlehampton–London Victoria service (377144+377150), which had arrived into Platform 18 at 09:57, reported that when they attempted to key into 377150 an alarm initiated that a key was in the rear cab of 377144. On checking the rear of the train, the driver found that the unit had hit the buffer stops. The MOM, Permanent Way and a fitter were sent to site. The incoming driver was relieved of duty at East Croydon for interview and screening and, following interview, reported that station staff had advised them that incident did not need reporting. The units departed at 11:58 to Selhurst Depot. No injuries were reported and no significant damage to the unit or buffer stops. Southern (Sussex)

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Railway crime

5 July: Person stabbed at New Southgate

At 21:35, the Metropolitan Police advised via BTP that no trains could call at Alexandra Palace until further notice following a person being stabbed on board a Welwyn Garden City–Moorgate service. BTP then requested that trains did not call at New Southgate either after blood trails were found at this station. At 23:03, the station was reopened for normal working, but New Southgate remained closed as it was a crime scene. At 23:35, BTP advised they had finished their investigations and New Southgate reopened for normal working. The victim's injuries were said to be not life-threatening. Eastern (East Coast)

10 July: Fight breaks out with group at Hassocks, subsequently barred from travelling

At 14:12, a London Victoria–Littlehampton service arrived at Hassocks station. At 14:22, the driver reported that a fight had broken out aboard and that multiple egress handles had been operated. A group of five youths had pushed through the platform gate line and boarded the train, operating the egress handles. Passengers tried to intervene and a fight broke out. The MOM was sent to site along with BTP and security staff. No one was observed to be on the track, and staff were resetting the egresses by 14:23. By 14:35, the offenders were on the platform and BTP had arrived. Seventeen doors were reported to have been affected at various times, and two would not close and lock automatically. By 14:56, the driver was still unable to gain interlock and at 15:08 it was reported that one door still could not be manually locked.

At 15:11, it was reported that the group had been released and left the station. The train was able to depart ECS at 15:16. The MOM reported that the group had returned at 15:37, and boarded a London-bound train. The driver refused to move until the group had been removed. The train departed at 15:47 after the group alighted, but subsequent trains did not call until 16:46, when it was reported that security staff were preventing the remaining members of the group from entering the station. [Southern \(Sussex\)](#)

11 July: Altercation on board leads to injury at Swanley

At 16:12, a Sevenoaks–Welwyn Garden City service arrived at Swanley station. An egress activation was reported, which the driver went back to investigate. At 16:21, the driver contacted the police as an altercation had taken place on board. The injured party was pushed over, sustaining a cut to the face and a suspected broken ankle. The emergency services attended, along with BTP. By 16:55, all had alighted from the train, save for the injured party, ambulance staff and the police. The service was terminated and following investigation, went forward ECS at 17:53. [Southern \(Kent\)](#)

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Bridge strikes

10 July: Forklift on low loader strikes bridge in Darton, track buckled by impact

At 11:54, a member of the public reported a low loader had struck bridge BAH2/27 at Darton. The lorry was transporting forklifts, one of which had become jammed against the supporting wall of the bridge. A stop to services was placed with adjacent signallers, South Yorkshire Police arrived at 12:06. The MOM reported that the Down Main had buckled from the impact. Permanent Way were mobilised.



Services between Leeds and Sheffield were diverted via Moorthorpe and Lincoln to Leeds services were terminated / started at Sheffield. Road replacement transport was arranged between Wakefield and Barnsley. Some services were diverted via Wakefield Westgate and Moorthorpe. Recovery of the vehicle was undertaken and was completed at 13:50, allowing Permanent Way to inspect the track. Single Line Working was explored, but rejected due to train

crew implications. An emergency possession was arranged and granted at 16:11 to allow staff to undertake repairs to the track, which were ongoing at the close of the Log. [Eastern \(North & East\)](#)

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Asset-related

6 July: Guard and two passengers fall on train during rough ride near Witley, no areas of concern identified

At 11:32, the guard of a Portsmouth Harbour–Waterloo service reported that the previous guard had stated, on handover at Guildford, that some passengers had been injured during a rough ride, sustaining bruises after falling. The previous guard was contacted and stated that the incident had occurred on the Up line between Haslemere and Witley. No report was made at the time to the signaller. The train was recorded as having departed Haslemere at 11:02, arriving at Godalming at 11:16. The driver was contacted and stated that they had not felt anything out of the ordinary. Arrangements were made for the train to be met at Waterloo. None of the injured passengers required medical attention, or sought to contact the manager at Waterloo. Arrangements were made for the units involved, 444022 and 444028, to be taken out of service for investigation, and for a member of Permanent Way staff to carry out a cab ride through the area. At 15:01, it was reported that the rough ride had last 20–30 seconds, and the guard and two passengers had lost balance as the train moved from side to side. The cab ride was completed by 16:23, with no areas of concern identified. [Southern \(Wessex\)](#)

9 July: Broken fishplate and loose bolts cause track dip at Thackley Tunnel

At 13:35, the driver of a Leeds–Bradford Forster Square service reported a track defect on the Down Shipley Main line at Thackley Tunnels, between Apperley Bridge and Shipley. An examining service advised there was a broken fishplate and a dip in the line. The Down Shipley Main was blocked, services were cancelled or terminated/started short of destination. The MOM was on site at 15:43 and was granted a Line Blockage of the Up Shipley Main. Permanent Way followed at approximately 16:00 and undertook an inspection within the tunnel and reported loose bolts on a joint.

A further examination was carried out via a cab ride, during which new plates and bolts were identified in the tunnel, which were expected to be parts in readiness for overnight works. A banging noise could be heard, with discussions held as to how to mitigate this and prevent further fault reports, albeit the line was deemed fit for linespeed. A further cab ride was undertaken on a service at caution, after which staff confirmed linespeed could be reinstated, with train running resuming from 17:05. Staff arranged to attend overnight to carry out grinding work and to check the affected joint. A further report was received from a driver at 2301, stating a massive drop in Thackley Tunnel. The Down Shipley Main was blocked as a result. Some services were diverted via Guiseley. The MOM attended and confirmed that they had found loose fishplates on both legs. Remaining services were observed through at caution, prior to staff attending to carry out remedial work as planned. [Eastern \(North & East\)](#)

9 July: Tree trips OLE at Rectory Road, train evacuated

At 14:44, OLE section '402' on the Down Southbury line between Hackney Downs and Bury Street Junction tripped and could not be reset. Liverpool Street–Enfield Town / Cheshunt services were suspended. One service was stranded between Stoke Newington and Stamford Hill. Arrangements were made for a unit to be brought alongside with a side-to-side evacuation undertaken between 16:00 and 16:15. OLE staff arrived at 17:39, having been delayed in traffic. At 18:10, it was reported that a branch that was in contact with the OLE had been located on the Down Southbury line on approach to Rectory Road station. The branch and a further branch close to the OLE on the Up Southbury line were removed with the OLE successfully re-energised from 18:30. [Eastern \(Anglia\)](#)

10 July: Cracked crossing slows traffic at Hayes & Harlington

At 01:37 (Wed), Permanent Way staff identified a cracked crossing within No.8199 points on the Up Main at Hayes & Harlington. A 5-mph emergency speed restriction (ESR) was imposed on the Up Main. However, due to the requirement of an inspection of the crossing being undertaken after the passage of every train, the use of the Up Main was restricted to emergency use only. A revised train plan was introduced with a half-hourly Heathrow Express service, Great Western Railway services between Didcot Parkway and London Paddington (and vice versa) running between Didcot Parkway and Reading (and vice versa) only and a reduced frequency of Elizabeth Line services. Great Western Railway services were further amended. Arrangements were made for the sleepers and fittings in the vicinity to be inspected, and agreement was reached by 10:30 for the ESR to be eased to 20 mph. The associated warning boards were in place on the Up Main only from 13:17. Repairs were planned to be undertaken in an additional possession, with repairs ongoing at the close of the Log. [Wales & Western \(Western\)](#)

11 July: Cracked crossing found at Balham

At 03:03, Permanent Way reported the discovery of a cracked crossing in the 'B' end of No. 303 points on the Down Brighton Fast line at Balham, which required the imposition of a 20-mph ESR. Arrangements were made for the associated warning boards to be erected, with trains cautioned in the meantime. At 06:26, the Track Engineer advised that the ESR was to be lowered to 5 mph, with a watchperson on site and an hourly inspection arranged. Trains were cautioned at 5 mph whilst further discussions took place. Arrangements were made for the crossing to be replaced in an overnight possession. [Southern \(Sussex\)](#)

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Platform-train interface incidents

5 July: Elderly person falls between train and platform at Euston

At 14:21, the Euston Shift Signalling Manager reported that a person had fallen between Platform 14 and a Manchester Piccadilly service. A block was placed on Platforms 14 and 15 by the MOM, who confirmed that the elderly person had sustained injuries. An ambulance and London Fire & Rescue Service were requested to attend. Emergency services were on site from 14:39 and the person was moved onto the platform at 15:05. The blocks were lifted at 15:18, allowing normal train running to resume. [North West & Central \(WCS\)](#)

6 July: Person sustains head injury falling from platform to track at Kilwinning

At 00:12 (Sun), it was reported by the driver of a Glasgow Central–Ayr service that a member of the public was foul of the running lines at Kilwinning and had sustained what appeared to be a head injury. BTP were advised. The driver was afforded a Line Blockage where the person was safely moved to the platform. An ambulance was called and the person was taken to hospital for assessment and treatment. Following an investigation, it was established that the person had fallen from the platform edge onto the running lines. [Scotland's Railway \(Scotland\)](#)

7 July: SOPE incident at Abergele & Pensarn, emergency brake applied

At 18:49, the driver of a Crewe–Holyhead service reported a near miss at Abergele & Pensarn with a member of the public who was sitting on the edge of the platform with their feet dangling over. The driver applied the emergency brake and the person got up as the train stopped and was then seen to leave the station. The driver was fit to continue. The MOM and BTP attended, with the person reported to have left the station before their arrival. [Wales & Western \(Wales\)](#)

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Train dispatch incidents

6 July: Dispatch against red at Huntly – no SPAD

At 07:25, the conductor working an Aberdeen–Inverness service reported that they had dispatched the train against a red signal in error at Huntly station. They confirmed that the driver had not moved the consist. The conductor was relieved at Inverness for interview and screening. [Scotland's Railway \(Scotland\)](#)

7 July: Dispatch against red at Redhill – no SPAD

At 1148, it was reported that irregular working had occurred at Redhill during the dispatch of a Gatwick Airport–Reading service. A member of platform staff attempted to dispatch the train whilst the platform starting signal was still at red. The train did not move until the dispatch was correctly given. The member of staff involved was relieved for interview and screening. [Southern \(Sussex\)](#)

11 July: Train dispatched at New Street with 'not to be moved' board present

At 13:35, the fitter working on a Kidderminster–Stratford-upon-Avon service at Birmingham Snow Hill reported that the conductor had given the 'ready to start' buzzer whilst a 'not to be moved' board was attached to the cab door. The driver was not in the cab at the time. The conductor was notified and the dispatch procedure was terminated and recommenced without issue. Reports were requested from the fitter and the conductor. An OTDR download was also undertaken and station CCTV requested. [North West & Central \(C\)](#)

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Operational incidents

5 July: Error sees train routed into occupied platform at Hull, rectification leads to wrong routing

At 22:36, the Hull Paragon signaller correctly routed a Sheffield–Bridlington service into Platform 4 at Hull Paragon, however the train was too long for the platform as an additional unit had been stabled there, and this had been overlooked by the Duty Station Manager. Passengers alighted through one door operated by the conductor. The service was then authorised verbally by the signaller out of the platform as it was starting ahead of HP608 signal by one coach length, however the signaller mistakenly routed the service onto the Up Scarborough line, instead of the Down Scarborough line. The signaller admitted using the wrong route card to check the positions of the points. The driver noticed the points were set incorrectly and that another service, was on the Up Scarborough line waiting at HP601 signal to come into Hull Paragon. The driver of the ex-Sheffield brought the train to a stand in front of this train. The signaller was relieved of duty and screened. A replacement signaller was unable to be sourced, so services were terminated short. The MOM attended and confirmed that the points were fully operational. Eastern (North & East)

9 July: ECS routed into occupied road at Clapham Yard

At 00:40 (Tue), an eight-car Waterloo–Clapham Yard ECS formation was routed towards 42 Road in Clapham Yard by the depot shunter; 42 Road was already occupied by an eight-car train. The driver was able to stop the train short of the berthed units when they realised the wrong road had been set. The train was then shunted into 43 Road, which is where it should have been routed initially. The shunter was relieved of duty for screening. Southern (Wessex)

9 July: Protection placed on wrong side of possession in Northampton possession

At 0246, the Operations Delivery Manager (ODM) advised of an irregularity that had occurred within a Denbigh Hall North Junction–Northampton North Junction possession. The driver of a tamper noticed upon exiting the possession that protection had been placed beyond RY1031 signal on the Down Northampton line at Northampton's Platform 2, as opposed to on approach to the signal. A member of possession staff was relieved of duty and screened. Further protection was required to be checked prior to being lifted. North West & Central (WCS)

10 July: Blockage granted with locomotive in section at Frisby

At 16:00, the signaller at Frisby reported that they had granted a Line Blockage of the Down Peterborough line with a Peterborough–Humberstone Road light locomotive standing in section. The signaller immediately contacted the COSS and confirmed staff were in a place of safety before cancelling the blockage. The signaller was stood down and screening arranged. Eastern (East Midlands)

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SPADs

7 July: Shoreditch High Street – unspecified distance (passenger, unspecified cause)

At 16:40, the East London Line Shift Signaller Manager advised that the driver of a Dalston Junction–Clapham Junction service reported that their train appeared to have passed EL237 signal on the Down East London Line between Shoreditch High Street and Whitechapel at red. The signaller advised that, at the time of the report, EL237 was displaying a proceed aspect, and that no SPAD alarm had occurred. The driver was unsure if a SPAD had occurred, but the brakes had applied. The driver was judged fit to continue to Whitechapel, where the train was taken out of service. The driver then worked the train forward to Surrey Quays where they were met on arrival. An investigation was launched and an OTDR download requested with enquiries ongoing at the close of the Log. Southern (Sussex)

9 July: Gravesend – 30 metres (freight, lack of concentration) – TPWS

At 19:57, a Hoo Junction Up Yard–Whitemoor freight passed NK438 signal (Gravesend) at red by 30 metres with the train stopped by a TPWS intervention. The driver reported a lapse in concentration with no allegation against the signalling equipment. The driver was judged fit to continue to Dartford where they were relieved of duty. Southern (Kent)

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