

PERFORMANCE and INCIDENTS

Figures show the percentage of trains arriving within 59 seconds of scheduled time, at all monitored stations. The ranking of the companies within the 23 passenger train operators is shown. Eurostar is not included, but open access operators are. MAA = moving annual average.

	13 Dec to 19 Jan	MAA to 9 Jan	10 Jan to 6 Feb	MAA to 6 Feb
All TOC's	77.80%	75.80%	79.30%	77.20%
SWR	80.1% (8th)	75.7% (11th)	81.3% (9th)	78.3% (8th)
GTR	77.0% (12th)	77.9% (7th)	77.3% (13th)	78.7% (7th)
SE	74.0% (15th)	75.3% (12th)	76.7% (15th)	76.4% (12th)

DB Cargo has been fined £200,000 for failing to protect the safety of its workers at Dollands Moor. This follows the incident on 4 September 2018 when a train collided with a buggy being driven by a shunter. The shunter suffered very serious injuries. The Office of Rail and Road found that DB Cargo had failed to carry out a suitable and sufficient assessment of the risks associated with the movement of people and trains within the yard, and had not implemented a safe system of work. DB Cargo pleaded guilty at a hearing at Folkestone magistrates' court. The RAIB report into the incident was summarised in the August 2019 issue of Live Rail.

Newington: The railway between Gillingham and Sittingbourne re-opened, as planned, on 8 February. This followed stabilisation of the cutting slope that failed on 19 January. The line was closed for remedial work from 24 January.

Nine Elms: The Windsor Reversible Line reopened in the afternoon on 22 February, following reconstruction of the viaduct parapet and track relaying. The parapet collapsed on Christmas Day during engineering work.

Trespass & Welfare Officers were introduced in 2019 as a joint initiative by South Western Railway and Network Rail, in response to a rise in fatalities that appear to be suicides. There are now 140 Officers, who are permanently based at 49 stations full time and visit another 48 on a part-time basis. Since they started the Officers have made 159 crisis interventions, as well as being a reassuring presence.

Derailment at Eastleigh: The Rail Accident Investigation Branch has issued its report into the derailment of a Freightliner train at Eastleigh on 28 January 2020. The train had stopped in Eastleigh station at the down slow platform for a crew change. On departure at 11:31 it had used 450A facing points and 450B trailing points to cross from the down slow line to the down fast. While travelling through 450A points the class 70 locomotive derailed, because the track spread under it, but it rerailed at 450B points. The driver promptly brought the train to a halt, but not before the first three wagons of the train and the fifth had derailed. The points are mounted on concrete bearers (extended sleepers) attached to which are cast iron shoulders that carry the rails and their fastenings. The attachment to the bearers had been made by drilling holes into which a pin on the underside of the shoulder fitted. The joint was secured by epoxy chemical grout. Trains passing through 450A points to access the down fast line exert significant lateral force on the rail on the outside of the curve, and this is particularly so with Co-Co locomotives, such as classes 66 and 70. The turning force applied to the shoulders had caused fatigue, leading to fractures in some of the fixing pins. There is evidence that up to six shoulders in 450A points had failed prior to the derailment and a further three fractured during the event. With nine consecutive insecure fixings the rail had moved outwards, causing the derailment. The points had been inspected as required by Network Rail standards, but the fractures were under the shoulder and below the surface of the bearer so could not be seen. Although the crossover is heavily used by freight and passenger trains, it was not traversed by track recording trains; there were separate runs on the down fast and down slow lines. The only checks that the crossover remained true to gauge were by staff on the track taking measurements, which would not detect any movement of the rails when under load. Research is under way to find a way of detecting hidden

fractures in this type of track fixing, but since 450 points were installed the design of the bearers has been changed, so the shoulder is embedded in the concrete.

Saturday 23 Jan: Unit 171728 derailed when entering Selhurst Depot during the night.

Sunday 24 Jan: A car was driven onto the railway at Stone level crossing, between Teynham and Faversham, in the early hours. The driver abandoned the vehicle but was later apprehended by BT Police.

Monday 25 Jan: The line was blocked for about two hours early in the afternoon after a broken rail was found at Erith. Trains were diverted via Bexleyheath.

Tuesday 26 Jan: The 07:24 Peterborough to Horsham failed at Redhill with a locked wheelset. It blocked platform 3, the down loop, until it could be moved on a wheel skate to Three Bridges depot overnight. Fortunately, all of the platforms at Redhill have bidirectional signals, so down trains could use platform 2. That required some up trains to be diverted via platform 0. Trains to Tonbridge were cancelled in order to accommodate the afternoon and evening peak service. Disruption was made worse during the afternoon by fatalities at Billingshurst and Balcombe. The 09:27 Kingston Loop service failed on the down slow line between Wimbledon and Raynes Park. There were no trains via Botley after 10:00, because of a points failure at Eastleigh. Trains between Portsmouth and Waterloo via Winchester were diverted via St Denys until late Wednesday morning.

Wednesday 27 Jan: A faulty cable caused loss of power to signalling in the Cuxton area about 05:40, preventing trains running between Strood and Maidstone West. The problem could not be resolved easily and the line was closed until Thursday afternoon. The 09:30 Brighton to Southampton became stranded near Sholing, because of a power fault. The line was blocked until the train could be assisted forward late afternoon. Fortunately, the line through Botley re-opened just before this happened, so some trains could be diverted that way. Others were cancelled.

Thursday 28 Jan: Flooding between Epsom and Ashted closed the line for about two hours from 08:00. Guildford trains were diverted via Cobham and others terminated short or were cancelled entirely. Services between Bournemouth and Poole were suspended for about three hours from 10:00, because of a lineside fire between Bournemouth and Branksome. Flooding at Clapham Junction caused points at Falcon Junction to fail. A fatality at Three Bridges about 17:30 caused disruption for the rest of the day.

Friday 29 Jan: The continuing points failure at Clapham Junction meant that all Southern services to and from Milton Keynes were cancelled and did not resume until Monday. There were no trains from Arundel Junction to Horsham until after 09:30, because a failed engineering train near Christ's Hospital was blocking the up line. Trains were cancelled or diverted via Hove meantime. A complete failure of signalling in the Plumstead area resulted in trains being diverted via Bexleyheath or Sidcup, but with some cancellations, until 09:00.

Saturday 30 Jan: An overnight aggregate train from Peak Forest to Crawley New Yard stalled on the gradient between Herne Hill and Tulse Hill, blocking the line until 08:30. It would not normally have been routed that way, but was diverted because of the flooding and points failure at Clapham Junction. Heavy rain resulted in lines being flooded at Falconwood, Mitcham Junction, Bagshot and Sway.

Sunday 31 Jan: The line was closed between Ascot and Sunningdale throughout the evening, because of a tree on the line. Up trains were unable to call at Worthing during the evening, because the subway was flooded. Normal service resumed late morning on Monday after the water had been pumped out.

Monday 1 Feb: A cable fire at Orpington put the up slow line out of use from 07:30 until 11:00. Some suburban trains were cancelled or diverted to Swanley. A fault with the bridge over the River Stour at Christchurch resulted in single-line working between Bournemouth and Brockenhurst for most of the morning. It is 15 miles between crossovers! Normal service resumed during the afternoon.

High Brooms: A land slip in a cutting at High Brooms on 1 February required a 5 mph speed restriction to be imposed during the morning and the line was closed from midday. Two further slips occurred, requiring extensive remedial work, so the line did not reopen until 20 February. Work away from the line continued after that. Meantime, the gypsum trains between Southampton Docks and Mountfield were routed via Ashford and Hastings. Normally, the only freight on the Marshlink route is nuclear traffic between Dungeness and Sellafield via Ashford and Crewe. Trains had to be worked top and tail, to allow for the

additional reversal at Mountfield; 59003 was among the locomotives used for this. While the line was closed units at Hastings needing attention at Ramsgate had to run via Eastbourne and Redhill. The closure was extended to Robertsbridge during the week commencing 15 February, in order to accelerate the cutting stabilisation work at Wadhurst Tunnel. While the line was closed the opportunity was taken to do other work, including repairs to Southborough Viaduct and Wells Tunnel. Work to reinforce earthworks at Stonegate was scheduled for Easter.

Tuesday 2 Feb: Three wagons of an aggregate train derailed in Chichester yard about 09:00, fortunately not obstructing the main lines.

Wednesday 3 Feb: Flooding at New Milton disrupted services from 09:30 until 16:00. For most of this time trains were unable to run between Brockenhurst and Bournemouth.

Thursday 4 Feb: A 5 mph speed restriction was imposed on the down fast line near Salfords after movement was detected in the embankment slope. This followed problems in the area a month earlier. As well as causing delays, the speed restriction required some trains to be cancelled, including trains between Victoria and Brighton. Most Great Western services to Gatwick Airport were cut back to Redhill. Following further work to the embankment, it was possible to ease the speed restriction to 20 mph on 16 February, allowing the cancelled trains to be reinstated. A power failure at Ebbsfleet caused significant delays and cancellations during the evening.

Friday 5 Feb: There were no trains between Margate and Faversham for three hours during the morning after a body was found by the line near Chestfield & Swalecliffe.

Sunday 7 Feb: Unit 455844 derailed in Selhurst depot during the night. With heavy snow forecast, Southeastern cancelled all trains on the following lines: Bromley North – Grove Park, Tunbridge Wells – Hastings (Tonbridge to Tunbridge Wells was already closed, see above), Paddock Wood – Strood, Sittingbourne – Sheerness, Faversham – Dover and Ramsgate – Dover. Sandling and Westenhanger stations were closed. Southern cancelled services to Uckfield and between Ashford and Hastings. The 12:35 Ashford to Victoria became stranded at Harrietsham, because of loss of power, and could not be moved until the early hours of Monday. Some down trains continued to run during the afternoon, but there was no service in either direction during the evening. Engineering work prevented diversions via Tonbridge. Snow caused the last train from Redhill to Tonbridge to be the 18:07. There were no more trains via Oxted after the 19:12 from East Grinstead was immobilised at Upper Warlingham. Most Thameslink workings to Sevenoaks were cancelled after 19:00. The only Southeastern services to operate after 21:00 were a few high-speed trains.

Monday 8 Feb: A substantial part of the Southeastern network was closed, because of snow. In addition to lines shut all day on Sunday, there was no service via Maidstone East and trains between Victoria and Dartford were cancelled. Other services on the Dartford lines were subject to alteration. Passenger services started later than usual on lines that were open, in order to allow empty trains to be used to check conductor rails were clear. Despite that, the 06:00 Charing Cross to Tonbridge became stranded south of Grove Park, because of ice on the conductor rail. It eventually reached Chislehurst, where it terminated, almost three hours late. An empty train from London Bridge to Selhurst failed near Streatham about 07:00, blocking the line for almost two hours. An electrical fire shortly before 07:00 cut off power between Portsmouth & Southsea and Portsmouth Harbour. Normal service resumed about midday. The 15:54 Charing Cross to Dartford failed between Waterloo East and London Bridge, because of a problem with the doors.

Tuesday 9 Feb: The Medway Valley line and the Sheerness and Bromley North branches remained closed and did not re-open until Wednesday. Network Rail said that this was because de-icing trains were concentrated on keeping the main lines open. Other Southeastern lines were open, except for Tonbridge to Tunbridge Wells because of the land slip, but early morning trains were cancelled. A points failure mid-morning caused delays at West Croydon. London Overground services were diverted to Crystal Palace. A member of staff who was inspecting points and crossings at Surbiton died when struck by the 11:20 Waterloo to Salisbury. As, very sadly, this was a workplace death, investigations took longer than is usual following a fatality, so lines were blocked until 16:00. Trains were cancelled, terminated short or diverted via Chertsey or Epsom.

Wednesday 10 Feb: Late evening trains between Aldershot and Ascot were cancelled following failure of Camberley level crossing.

Thursday 11 Feb: The 06:49 from Gatwick Airport failed between Wandsworth Common and Clapham Junction, blocking the up fast line for about two hours.

Friday 12 Feb: There was a limited morning service on the Sheerness branch, including cancellation of the first two trains. The empty train to work the branch failed at Faversham, where it stalled. A power failure resulted in the 06:09 from Victoria and the 06:36 from Reigate becoming stranded between Redhill and Reigate. Services between Redhill and Reigate did not resume until the afternoon. A person being pursued by the police entered Penge Tunnel and suffered an electric shock from a live rail. The 21:58 Victoria to Orpington was detained at Sydenham Hill and the 21:54 from Orpington at Penge East almost until midnight. Other trains were diverted via Catford.

Saturday 13 Feb: The 06:42 Victoria to Gillingham, unit 375609, failed at Sole Street and terminated there. Following trains were delayed by up to an hour and the 08:10 Victoria to Faversham was diverted via Dartford. This also resulted in Networkers 465927+466010 spending the day working between Victoria, Faversham and Ramsgate. A track circuit failure at Botley and signalling problems at Romsey caused lengthy delays and disruption during the morning. Great Western services to and from Portsmouth were particularly badly affected, as they were diverted that way because of engineering work at Southampton.

Monday 15 Feb: The 04:22 Southampton Maritime to Leeds Freightliner train, hauled by 70015 and running about an hour late, failed between Romsey and Salisbury. The line was blocked until after 10:00. A chalk fall at Abbotscliffe Tunnel, between Folkestone and Dover, resulted in the line being closed for five hours from 09:45. A fairly small amount of material came down, but an engineer had to check that the cliff remained stable.

Tuesday 16 Feb: A number of morning peak trains via Lewisham were diverted via Sidcup and Parks Bridge Junction because of a points failure. A chalk fall resulted in the down line from Brighton to Hove being closed for about four hours from shortly after 08:00. Trains were cancelled, diverted via Preston Park or started from Hove. A 5 mph speed restriction was imposed when the line opened, pending overnight work to the slope.

Wednesday 17 Feb: There were no trains between Maidstone East and Otford until after 08:00, because points at Borough Green had been damaged during overnight engineering work. There continued to be a points problem at Lewisham, with some diversions.

Thursday 18 Feb: The up line from Crystal Palace to Balham was closed for about two hours late morning, because of a fire adjacent to the railway. Trains were cancelled or diverted via Selhurst.

Monday 22 Feb: Early morning trains on the Windsor line were delayed or cancelled, because of over-running engineering work between Waterloo and Clapham Junction. Some trains were diverted via the main line and Kingston. The 06:33 from Uckfield failed at Oxted, blocking the line until after 09:00.

Wednesday 24 Feb: A points failure at Herne Hill caused Thameslink services via Sutton to be cancelled from mid-morning until early afternoon. The line was closed for about 2½ hours after the 11:29 Victoria to Brighton was involved in a fatality at Wivelsfield. Some Littlehampton trains were diverted via Crawley.

Saturday 27 Feb: Multiple track-circuit failures at Norwood Junction about 08:00 caused all lines through the station to be closed for almost an hour. Trains were terminated short, cancelled or diverted via Selhurst and Streatham. Consequent delays and cancellations continued for most of the morning. An engineer's train from Hoo Junction was delayed at Sutton, waiting to enter a possession on the St Helier line. It was blocking the Epsom and Epsom Downs lines for about 40 minutes after its prompt arrival 19:18, causing significant disruption to passenger services.

Monday 1 March: London Overground services were suspended from 09:45 until 15:00 because of a fire at Whitechapel.

Tuesday 2 March: A points failure resulted in there being no trains to and from Portsmouth Harbour between 05:30 and 07:00. Trains terminated and started at Southsea or Fratton meantime.

Wednesday 3 March: There were no trains to Lymington until the 08:42 from Brockenhurst, because of a fault on the unit. Services between Victoria and Dartford were suspended for about three hours shortly after 16:00, because of a track fault between Nunhead and Lewisham.

Friday 5 March: A points failure caused services to and from Bognor Regis to be suspended from 06:20 until 07:40. The line was closed for two hours after a body was found between Martin Mill and Walmer about 07:30.

Saturday 6 March: The 14:25 from Ramsgate terminated at Paddock Wood with a brake fault. The 15:17 from Ramsgate used the bi-directional signalling to run wrong line from Headcorn and call at the down platform at Paddock Wood. Following trains ran via the up main line, so were not able to stop because Paddock Wood only has platforms on the loops. The failed train was able to continue empty to Tonbridge shortly after 18:00.

Sunday 7 March: The 07:40 Victoria to Dorking failed at Carshalton and terminated at Sutton. Following trains were cancelled or diverted via Selhurst and West Croydon, with consequent disruption continuing for most of the morning.

Monday 8 March: Unit 450061 derailed at Northam depot during the night. A power failure shortly after 07:00 prevented trains running from Tonbridge to Tunbridge Wells. The 06:00 from Charing Cross and 06:59 from Tonbridge were stranded between High Brooms and Tunbridge Wells, so passengers had to be evacuated to the 07:20 from Hastings on the adjacent track. All services were suspended until shortly before 15:00, with a few trains running between Tunbridge Wells and Hastings. The Bromley North service was suspended during the evening after a bicycle was thrown onto the line near Grove Park and became wedged under the train.

Wednesday 10 March: The 15:15 Victoria to Littlehampton failed at Hove and terminated there. Then the 15:51 Littlehampton to Brighton was reported to be on fire East Worthing, with smoke coming from unit 313203. The fire brigade and fitters attended and an attempt was made to move the unit to Lovers Walk about 19:00. That was unsuccessful and another unit was summoned from Littlehampton to assist it forward. The service was badly disrupted until after 20:00.

Thursday 11 March: An empty train from Tonbridge to Orpington ran over trampoline which had blown onto the line near Tonbridge. Both lines were blocked until 08:20 while the remains of the trampoline were extracted from under the leading bogie. The 06:40 Ramsgate to Victoria hit a tree near Chilham, as did the 07:36 to Victoria soon after leaving East Grinstead. Fortunately, neither train was seriously damaged, but lines were blocked until mid-morning.

Friday 12 March: The 06:24 Cambridge to Brighton failed at Blackfriars and terminated there, blocking the line for over half an hour. A power failure at Charlton prevented use of the down line for almost four hours from 11:00. Trains were diverted via Bexleyheath. A tree fell onto the line between Bournemouth and Poole during the afternoon.

Saturday 13 March: There were no trains from Dorking to London from 06:37 until 12:32, after a body was found by the line between Box Hill and Leatherhead. Early morning trains between Haywards Heath and Lewes were diverted via Brighton, because of flooding.

Monday 15 March: A cable was caught in the overhead wires near Farringdon, preventing use of the northbound line from 14:00. Both lines were closed from 14:30 while it was removed. Services resumed about 16:00, but there was severe disruption, with many cancellations, for the rest of the day.

Thursday 18 March: A points failure about 20:00 resulted in the up line at Gillingham (Kent) being closed for 1½ hours.

Monday 22 March: The down main fast line at Queenstown Road was blocked all day, because of a track defect. Trains were diverted to the down Windsor slow line, so no down trains called at Queenstown Road station during the evening peak. The 16:40 Ramsgate to Victoria hit a rock on the line between Ashford and Charing, resulting in power being cut off and the line being closed until after 20:00. Unit 450548 failed at Frimley while working the 21:00 Aldershot to Ascot.

Tuesday 23 March: A 5 mph speed restriction over a track defect on the up fast line at Earlswood caused congestion and delays throughout the day. Morning peak services were disrupted by a points failure at Selhurst. As well as delays to many services, some trains were cancelled and those between Croydon and London Bridge via Tulse Hill were diverted via Forest Hill.