

## 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.

	1 April to 1 May	MAA to 1 May	2 May to 29 May	MAA to 29 May	30 May to 26 June	MAA to 26 June	27 June to 24 July	MAA to 24 July
All TOCs	81.3%	79.3%	78.3%	78.8%	74.9%	78.1%	74.9%	77.4%
SWR	84.2% (6 <sup>th</sup> )	81.7% (7 <sup>th</sup> )	80.3% (7 <sup>th</sup> )	81.0% (7 <sup>th</sup> )	75.5% (9 <sup>th</sup> )	80.1% (7 <sup>th</sup> )	75.8% (8 <sup>th</sup> )	79.2% (7 <sup>th</sup> )
GTR	81.8% (8 <sup>th</sup> )	79.4% (11 <sup>th</sup> )	79.6% (8 <sup>th</sup> )	78.9% (12 <sup>th</sup> )	76.6% (6 <sup>th</sup> )	78.1% (11 <sup>th</sup> )	76.6% (6 <sup>th</sup> )	77.5% (11 <sup>th</sup> )
SE	78.1% (14 <sup>th</sup> )	77.3% (14 <sup>th</sup> )	76.1% (13 <sup>th</sup> )	76.5% (14 <sup>th</sup> )	73.1% (13 <sup>th</sup> )	75.6% (14 <sup>th</sup> )	73.4% (10 <sup>th</sup> )	75.0% (14 <sup>th</sup> )

It can be seen that performance has declined as the number of trains and passengers has increased.

**Monday 24 May:** An axle-counter failure at Rainham resulted in there being no Thameslink services beyond Gillingham after 14:00.

**Tuesday 25 May:** Carriage 63510 of unit 376010 derailed when entering Grove Park carriage shed during the night, blocking the access. Trains in the shed were unable to leave, resulting in some suburban services having fewer carriages than usual or being cancelled. The train was rerailed by the evening, but repairs to the track were required, which were not completed until Wednesday morning. As a result, a few morning peak trains were cancelled or short-formed. The 13:50 Waterloo to Woking failed between New Malden and Berrylands and was immobile for almost two hours. The train terminated at Surbiton.

**Thursday 27 May:** A fire on the line at Gravesend caused services to be delayed or cancelled during the early afternoon. The 12:25 St Pancras to Ramsgate was diverted via Ashford.

**Friday 28 May:** An early morning freight train was delayed leaving Angerstein Wharf, so an inbound train could not be accepted. The latter train was held on the Crayford Spur, but with the rear blocking the down Dartford Loop. As a result, no trains could operate from Sidcup to Dartford until after 07:00. Down trains were diverted via Bexleyheath. The 06:12 Portsmouth Harbour to Littlehampton, unit 313214, failed at Emsworth and an assisting train had to be summoned to move it clear of the main line. Trains started and terminated at Chichester until after 10:00. There were no trains between Crystal Palace and Beckenham Junction during the evening, because of a signalling failure.

**Saturday 29 May:** There was a reduced service all day between Horsham and Ford, because of a major signalling failure between Christ's Hospital and Billingshurst. Only the stopping trains to and from Bognor operated. All signalling on the main lines between Waterloo and Clapham Junction failed about 21:00 and it was not possible to use platforms 1 to 11 at Waterloo. Lines did not re-open until after midnight. Trains approaching Waterloo were stranded. Later trains that were not cancelled entirely terminated short. Some trains did finally make it to Waterloo, but with epic lateness. Among these were the 20:59 from Bournemouth which rolled in at 01:42, 173 minutes late, followed by the 20:44 from Portsmouth Harbour at 01:51, 207 minutes late and the 21:34 from Guildford at 01:54, 197 minutes late. Last home was the 22:44 from Alton which arrived at Waterloo a mere 133 minutes late at 02:15.

**Sunday 30 May:** The line was blocked for over 1½ hours from midnight after a car was driven onto the railway at Graveney level crossing, between Faversham and Whitstable. Police arrested the driver.

**Monday 31 May:** Three members of staff were assaulted at Bromley South station about 13:00 and one was stabbed. Fortunately, the victim did not suffer life-threatening injuries and was able to return home after hospital treatment. A suspect, 17 years old, was arrested and charged with grievous bodily harm and other offences including possession of a class A drug with intention to supply. Trains did not stop while police carried out investigations. Later in the afternoon trains were able to call, but only to let passengers off.

**Tuesday 1 June:** A points failure resulted in there being no trains via Bat & Ball until the 07:45 from Sevenoaks. Trains were diverted to terminate and start at Orpington meantime. Unit 313207 failed in Selhurst station about 13:30, while running empty between Selhurst and Lovers Walk depots. It blocked the down slow line for two hours, before it could be assisted to Brighton by another unit. Meantime, down local services ran non-stop from Balham via the fast line, though London Bridge to Caterham trains were diverted via Crystal Palace. The 16:12 from Reading hit a scooter on the line near Ashford and terminated at Feltham.

**Wednesday 2 June:** A stone blower working on the up fast line between Forest Hill and Brockley during the night became defective, causing a blockage until 07:30. With work unfinished the track had to be carefully checked and a 10 mph speed restriction was imposed when the line re-opened later in the morning. A limited London Overground service operated during the morning, with very few trains before 07:00. Some Thameslink services were cancelled or diverted via Crystal Palace and Herne Hill. Numerous Southern services were diverted to Victoria or ran to London Bridge via Tulse Hill, but many others were cancelled. Uckfield trains terminated and started at East Croydon. Afternoon and evening trains ran via Forest Hill, but with delays and some cancellations.

**Thursday 3 June:** A crack was found in a set of points at Wimbledon West Junction during the night. There was a severe speed restriction on the down fast line, with some trains diverted to the down slow. From 08:00 Shepperton trains were diverted via Richmond; Dorking and Hampton Court services were cancelled. West of England trains terminated and started at Basingstoke.

**Friday 4 June:** Axle counter failures between Christ's Hospital and Billingshurst caused severe delays and cancellations from 11:00. Repairs were completed by 15:00, but disruption continued for several more hours. Then the axle counters failed again about 17:00, disrupting the service for the rest of the day. Some peak trains were diverted via Hove. Urgent track repairs between Godalming and Haslemere required down trains to be diverted via Winchester during the evening. Track circuit failures prevented trains running between Crowborough and Uckfield after 20:00. The line did not reopen until Sunday morning.

**Saturday 5 June:** Trains via Bat & Ball were diverted to terminate at Orpington until after 10:00, because of a track circuit failure. Some afternoon trains between Waterloo and Portsmouth were diverted via Winchester, because of a failed level crossing near Liss. The 12:49 Eastbourne to Ashford was involved in a fatality at a foot crossing at Rye, resulting in the line being closed until late afternoon. Sadly, there was another fatality, involving the 19:24 Victoria to Eastbourne at Balcombe. The line was blocked until after midnight. A points failure at Redhill resulted in there being no trains to or from Tonbridge after 20:00.

**Sunday 6 June:** The 10:21 Reading to Guildford failed at Earley with a hot axle box, resulting in most trains between Reading and Guildford being cancelled until after 14:00. SWR passengers were already on rail replacement buses between Virginia Water and Reading. A points failure at Norwood Junction prevented trains running to and from West Croydon from 14:30. London Overground services were diverted to Crystal Palace. The points were rectified quickly, but there was considerable disruption into the evening. The 14:33 to Highbury & Islington suffered shoe gear damage when setting back to West Croydon and became stranded. A conductor rail was found to be defective and power had to be discharged in the area to allow repairs and for passengers to be evacuated. Most Southern trains were cancelled, but some were diverted to East Croydon.

**Monday 7 June:** Signalling problems caused there to be no trains from Uckfield between the 07:33 and 10:33. There was a rare failure of a class 395, when the 09:25 St Pancras to Ramsgate had to terminate at Gravesend. Loss of power to the signalling resulted in there being no trains to or from Littlehampton until late afternoon. Trains were cancelled or diverted to Bognor Regis. A points failure caused there to be no trains to Chessington between the 14:17 and 17:17 from Waterloo. A track defect on the up line near Aldershot caused major disruption from 18:00. Only a few trains were able to run to and from Alton, and Ascot and Guildford services were cancelled.

**Tuesday 8 June:** Yet again, there were no trains between Uckfield and Crowborough until after 08:30, because of signalling problems. A points failure blocked the down Mid Kent line at Lewisham during the afternoon. Trains were diverted via Parks Bridge Junction.

**Wednesday 9 June:** Some early morning trains were cancelled or diverted via the Quarry Line, because of a signalling problem at Redhill. Emergency track repairs between Horsham and Three Bridges caused cancellations, delays and diversions late morning. The 09:56 and 10:29 from Bognor Regis was diverted via Dorking, with the 10:56 and 11:29 via Hove. The 10:35 from Victoria was also diverted via Hove.

**Thursday 10 June:** A track circuit failure at New Malden caused serious disruption during the afternoon, with numerous delays and cancellations. Cobham trains were diverted via Epsom and Shepperton trains via Richmond. The Hampton Court service was suspended for three hours. A few main line trains ran via Chertsey, but most terminated and started at Woking or Basingstoke or were cancelled entirely. Fortunately, a reasonable service could be operated during the evening peak.

**Friday 11 June:** All morning peak trains from Shepperton ran via Richmond, because of a points failure at Shacklegate Junction. There were more signalling problems on the SW main line, with a track circuit failure at Surbiton causing significant delays and cancellations all day. The Hampton Court service was cancelled again and down Cobham trains

were diverted via Epsom. Various services were curtailed, including West of England trains terminating at Basingstoke and Alton trains at Woking.

**Saturday 12 June:** There were no trains between Strood and Maidstone West until after 07:30, following discovery of a body on the line at Snodland. Services were diverted for about two hours from 10:45 after a person fell under a train in the up Dartford Loop platform at Hither Green. The 10:34 Charing Cross to Sevenoaks failed at Knockholt, with an electrical fire on unit 465043, blocking the line for 1½ hours. Trains were diverted via Bat & Ball meantime.

**Sunday 13 June:** A track defect within Merstham tunnel required the up line to be closed for repairs from 09:30 until 13:00. Unfortunately, the Quarry line was closed for planned engineering work so there were many cancellations, but the service recovered quite quickly during the afternoon.

**Monday 14 June:** A points failure prevented trains leaving Selhurst depot to take up service, resulting in cancellations in the suburban area and on the Oxted line. The 12:28 Luton to Rainham terminated at Stone Crossing, because of a problem with the doors, blocking the line for over an hour. An axle counter failure at Westcombe Park resulted in some down trains being diverted via Lewisham during the afternoon. A points failure resulted in Chertsey loop services being cancelled during the afternoon.

**Tuesday 15 June:** The 12:30 Victoria to Epsom Downs terminated at Clapham Junction, because of a fire on unit 455833. Current was isolated on the slow lines between Battersea Park and Wandsworth Common for over an hour. Unit 313206, working the 14:53 Seaford to Brighton, failed between Southease and Southerham Junction, blocking the line. Services on the branch were suspended and did not resume until the 17:11 from Brighton.

**Wednesday 16 June** was a difficult day at Waterloo. Early morning trains were delayed or cancelled, because of over-running engineering work. Later in the day a signalling problem at Queenstown Road and a points failure at Wimbledon caused further disruption.

**Thursday 17 June:** The line through Wadhurst was closed until shortly before 08:00 while a dead deer was removed from the track. A track circuit failure on the up line in Polhill Tunnel caused delays; Sevenoaks trains were cut back to Orpington, with Tunbridge Wells ones making extra stops instead. The fault was not cleared until Sunday morning.

**Friday 18 June:** Damaged conductor rails at Eltham resulted in down trains being diverted via Sidcup until 06:30. A points failure caused cancellations of Shepperton trains during the morning, with further cancellations in the afternoon because of flooding at Fulwell.

**Sunday 20 June:** Some mid-afternoon trains between Victoria and Ore were diverted via Brighton, because of a signalling failure between Wivelsfield and Lewes. A points failure put platforms 3, 4 and 5 at Brighton out of use during the evening, requiring some services to be cut back to Haywards Heath.

**Monday 21 June:** A signalling failure on the down line at Longfield caused delays during the morning peak and some trains were diverted via Dartford. The 07:31 London Bridge to Beckenham Junction failed at Tulse Hill and terminated there. A track defect on the down line at Ashurst New Forest caused the line to be closed from early afternoon. Single line working via the up line between Brockenhurst and Totton was introduced later in the afternoon but only a very limited service was possible. London Overground services via Denmark Hill were suspended during the afternoon, because of a points failure at Peckham Rye. A signalling failure resulted in there being no trains via Botley after 19:00. Services did not resume until late on Tuesday evening. The 10:45 from Shepperton got no further than Hampton, because of a power failure at Fulwell. Normal service resumed at 13:00.

**Wednesday 23 June:** A points failure at Lewisham disrupted the morning peak service. Some trains were diverted via Parks Bridge Junction. A repeated track circuit failure on the up Quarry line required trains to be diverted via Redhill during the afternoon and again in the evening.

**Thursday 24 June:** A track circuit failure disrupted morning peak services through Brockenhurst.

**Friday 25 June:** Loss of power to the signalling at Lewes caused delays and cancellations during the middle of the day. The 13:07 Romsey to Salisbury hit a tree that was blocking both lines near Mottisfont & Dunbridge. The train was able to proceed after about two hours.

**Saturday 26 June:** A power failure at Beckenham Junction resulted in up trains being diverted via Catford from 06:30 until 11:00. A points failure at Wadhurst Tunnel about 11:30 prevented any trains from running. A few trains operated during the afternoon, with the points manually worked, but normal service did not resume until after 17:00. The 20:46 Blackfriars to Sevenoaks terminated at Nunhead and following down Catford loop trains were diverted via Herne Hill for the next few hours, because of a problem with a Network Rail test train making its way from Derby to Tonbridge.

**Monday 28 June:** A signalling fault at Kent House resulted in morning trains scheduled to terminate and start at Bromley South being cut back to Beckenham Junction. Arcing caused severe damage to the up line at Wallers Ash caused major disruption throughout the day. A few up trains were able to run using the bi-directional signalling between Winchester

and Micheldever, but many were cancelled or diverted. As usual, SWT went via Havant and CrossCountry via Laverstock. An explosion in an arch at Elephant & Castle about 13:45 triggered a major fire and caused the line to be closed for the rest of the day. Most trains were cancelled, but a few Sevenoaks services were diverted to Victoria.

**Wednesday 30 June:** The 06:40 Portsmouth Harbour to Waterloo, which is scheduled via Cobham, failed at London Road (Guildford) and eventually proceeded 50 minutes late. Following trains were cancelled or diverted via Woking. An axle counter failure locked points at Willingdon Junction, preventing trains running from Polegate to Eastbourne.

**Saturday 3 July:** Emergency track repairs on the down line at Wallers Ash resulted in trains being cancelled or diverted throughout the day, though a limited service was possible using the bidirectional signalling on the up line. As usual, CrossCountry diverted via Laverstock and SWT via Havant. A points failure at Wimbledon blocked the down slow line for about two hours during the afternoon. Some suburban trains, particularly Chessington services, were cancelled and trains to Shepperton were diverted via Richmond.

**Tuesday 6 July:** Trees fell onto the railway at Hook and between Surbiton and Weybridge during the morning. A signalling failure at Plumpton caused trains to be diverted via Brighton for about two hours from 15:00.

**Thursday 8 July:** The 11:11 Brighton to Seaford developed a fault with the doors at Moulsecoomb and terminated at Lewes 40 minutes late. Seaford trains were subject to cancellation until late afternoon.

**Friday 9 July:** A signalling failure at Portsmouth caused delays and many cancellations from 15:00 onwards.

**Sunday 11 July:** A fire damaged power supply equipment, causing services between Portsmouth Harbour and Portsmouth & Southsea to be suspended from 18:00.

**Monday 12 July:** A power failure at 11:05, affecting signalling and communications, prevented trains running through Arundel Junction. Power was restored by the middle of the afternoon and services resumed about 16:00. Meantime, there were no trains between Barnham, Littlehampton, Hove and Horsham. Many services were cancelled entirely, but some between Victoria and Littlehampton were diverted to Brighton. Lightning damage to signalling resulted in the 15:25 from Ashford becoming stranded at Rye and there being no trains between Ashford and Ore for about two hours. The 17:01 from London Bridge terminated at Birkbeck, because of a points failure, and there were no Southern services to Beckenham Junction for the rest of the day. A lightning strike on signalling equipment at Epsom caused most trains via Leatherhead to be cancelled for 3½ hours from 17:30. Torrential rain during the late afternoon caused widespread chaos, and not just on the railway. Lines were closed because of flooding at Hinton Admiral, Southampton Central (platforms 3 and 4), Botley, Fulwell, Richmond and West Brompton. Thameslink services were disrupted by flooding between West Hampstead and Kentish Town. The 19:24 Portsmouth & Southsea to Waterloo hit a tree on the line near Buriton Tunnel, but was able to proceed after about two hours.

**Tuesday 13 July:** A points failure at Herne Hill caused the 07:19 from Bromley South to terminate there and the 07:28 Victoria to Orpington to terminate at Brixton. The 05:50 from Ramsgate and 07:24 from Orpington were diverted via the up loop and to Blackfriars. Most other trains were cancelled or diverted via Catford until 10:30.

**Wednesday 14 July:** A defective track lubricator discharged its entire supply of grease onto the up fast line at Waterloo East about 16:00. The slippery rails made it difficult for trains to stop and the line had to be temporarily blocked while sand was applied.

**Friday 16 July:** A power failure about 10:00 affecting points at Bickley Junction put all lines out of use except the down slow. Normal operation resumed about 13:00. Some trains were diverted via Nunhead and Chislehurst, but many were cancelled.

**Sunday 18 July:** A signalling failure at Westcombe Park required the down line service to be reduced from 11:00. Most trains from Cannon Street to Cannon Street via Woolwich and Sidcup were diverted via Lewisham for the rest of the day. Trains between Brighton and Lewes were diverted or cancelled for most of the afternoon, because of a power failure at Falmer.

**Monday 19 July:** A track circuit failure at Herne Hill caused some trains to be diverted via Catford and a few Thameslink services to be cancelled from 09:30 until 15:00. A signalling problem at Westcombe Park resulted in some trains being diverted via Lewisham during the early afternoon. There were no trains between Poole and Weymouth after 19:30, because of a signalling failure.

**Tuesday 20 July:** The 14:27 from Cannon Street failed at Elmers End, blocking the line for almost an hour. A tree fell onto the line between Tonbridge and Paddock Wood about 16:00 and was hit by the 14:25 from Ramsgate. The train was not badly damaged and was able to continue, but the down line was completely blocked for 3½ hours. The 15:40, 16:10 and 16:40 from Charing Cross all utilised the bi-directional signalling to run via the up line. Trains could not be diverted via Maidstone East, because about the same time heavy rain caused the signal box and tracks to be flooded

there, so the line was closed until 18:30. Up trains were unable to call at Northfleet, because the subway was flooded. A points failure at Norwood Junction prevented trains running towards West Croydon during the evening peak. Some London Overground trains were diverted to Crystal Palace and Southern services ran via Mitcham Junction.

**Wednesday 21 July:** The line was closed until 07:00 after the 05:00 Brighton to Portsmouth Harbour struck a person at Shoreham-by-Sea. Most trains were cancelled, but the 05:14 and 06:47 Littlehampton to Victoria were diverted via Horsham. Disruption was made worse by the 07:17 Portsmouth Harbour to Brighton failing at Angmering, blocking the line for over an hour, so the 08:43 from Littlehampton also went via Horsham. With trains and crews out of place, the service was badly disrupted for the rest of the morning. The 10:56 Salisbury to Romsey (via Southampton) was delayed for an hour at St Denys after a youth was stabbed multiple times on the platform. The young man was taken to hospital and the up main platform was closed until late afternoon for police investigations. The Romsey train terminated at Eastleigh. While it was blocking the line the 11:45 Bournemouth to Manchester was diverted via Laverstock, but other trains were delayed or cancelled.

**Thursday 22 July:** There were no trains on the Lymington branch after the 10:27 from Lymington Pier, because of a broken rail. The very hot weather prevented repairs being carried out until the rails had cooled during the night. A signalling fault between Farnborough and Basingstoke caused the line to be closed for about two hours during the evening peak. Some trains were diverted via Havant.

**Saturday 24 July:** There were no trains from Basingstoke, except local services to Reading, until after 07:00, because of a signalling failure.

**Sunday 25 July:** Loss of signalling at Crowborough caused the 12:38 from Oxted to terminate at Ashurst and there were no further trains until the 18:38.

**Monday 26 July:** A signalling failure disrupted morning peak services through Epsom. Some South Western Railway trains were diverted via Cobham and others were delayed or cancelled. There were two particularly disruptive points failures, causing delays and cancellations for several hours. The first was at Wokingham about 10:00 and the second at Hove about 14:30. The 14:15 Victoria to Littlehampton was diverted via Horsham.

**Tuesday 27 July:** A track circuit failure at Horsham about 06:30 put one of the platforms out of use. Thameslink services terminated at Crawley until midday.

**Wednesday 28 July:** Rye signal box lost communication with Ashford and Hastings, resulting in most morning trains being cancelled. A tree fell onto the railway near Frant during the afternoon.

**Thursday 29 July:** The 09:31 from Epsom was involved in a fatality at Wandsworth Common, resulting in all lines being closed. The fast lines re-opened about 11:00 and the slows about midday.

**Friday 30 July:** Trees fell onto the line during the afternoon and evening at Tooting, Sidcup and Robertsbridge, and between Lewisham Vale Junction and Tanners Hill Junction. The Lewisham tree was particularly disruptive, because stranded trains were blocking both junctions.

**Sunday 1 August:** Flooding between Hampton and Kempton Park resulted in there being no trains from Shepperton between 08:11 and 11:11. A signalling failure about midday resulted in it not being possible to set the points at Rochester Bridge Junction for routes to and from Sole Street. Normal working was not possible for almost two hours, resulting in trains being severely delayed.

**Tuesday 3 August:** A fault on unit 313214, working the 08:01 Brighton to Portsmouth & Southsea caused the traction power supply to trip out on both lines in the Fishbourne area. The 07:36 Victoria to Southampton was stranded as well as the 08:01 and services were suspended between Havant and Barnham in both directions. After fitters had attended to the failed unit it was possible to re-energise the line about 11:30, but the down line remained blocked until an assisting unit was able to haul the failure to Lovers Walk. The down line re-opened about 13:30, but the service was disrupted, with numerous cancellations, for the rest of the afternoon. There were no trains between Epsom and Dorking for about two hours during the afternoon because of signalling failure. Bookham trains were diverted via Cobham. There was also a signalling failure on the Chessington branch, resulting in there being no trains from Chessington South between 13:04 and 15:34.

**Wednesday 4 August:** The 06:05 Cannon Street roundabout service terminated at Lewisham, because of a problem with the doors. Several following trains were diverted via Parks Bridge Junction. A signalling problem at Selhurst prevented some trains leaving the depot to operate evening peak services.

**Thursday 5 August:** One vehicle of unit 444008 derailed about 01:30 when entering Fratton depot. Access was completely blocked, resulting in numerous cancellations because trains could not enter service. The 444 was rerailed

during the afternoon, but repairs were required to the damaged track. The signalling problems at Selhurst continued to limit train movements in and out of the depot, also resulting in cancellations.

**Friday 6 August:** There were no trains to or from Bognor Regis for two hours late morning, because of a points failure.

**Saturday 7 August:** The 09:20 from Ramsgate failed at Ebbsfleet and terminated there.

**Sunday 8 August:** The 19:29 Epsom to Victoria failed at Carshalton Beeches and terminated there.

**Monday 9 August:** A burst water main between Ashurst and Eridge flooded the line and caused the signalling to fail. Hardly any trains ran to Uckfield until the evening. A landslip and flooding south of Haywards Heath caused the line to be closed for about an hour from 09:00. Littlehampton trains were diverted via Horsham. An intermittent track circuit failure between Tonbridge and High Brooms from 09:00 disrupted services for the rest of the day, with pilotman working necessary through Somerhill Tunnel. A freight train from Angerstein Wharf to St Pancras failed between Longhedge Junction and Clapham Junction (Windsor Line) about 11:15. It was assisted forward by another locomotive about 12:30. Meantime, London Overground services were diverted to Battersea Park. The line was closed for about two hours after the 13:20 from Weymouth was involved in a fatality near Moreton.

**Tuesday 10 August:** There were no trains to Sheerness between the 17:13 and 19:43 from Sittingbourne, because of a problem with Kings Ferry Bridge.

**Wednesday 11 August:** Most lines through Tonbridge were closed for 3½ hours from 06:00 following a fatality involving an empty train. For most of this time only the trains to Redhill were running. The 17:30 Cannon Street to Ashford terminated at Paddock Wood, with smoke coming from electrical equipment on unit 375701. The train was able to proceed empty to Ashford about 20:00. While the platform was blocked the 17:40 and 18:40 Charing Cross to Ramsgate utilised the bi-directional signalling to call at the up platform and Paddock Wood and run via the up line to Headcorn. The 18:10 from Charing Cross omitted the Paddock Wood stop and ran via the up main line through the station, where the platforms are on loops.

**Thursday 12 August:** There were no trains to Lymington between the 13:12 and 15:42 from Brockenhurst, because of crew shortage. The 13:42 Reading to Waterloo was delayed by 1½ hours at Wokingham, because of a point failure. Following trains were cancelled and services from Waterloo terminated at Ascot.

**Saturday 14 August:** The pantograph failed to lower on an empty train heading south through City Thameslink. The pantograph was damaged when it ran off the end of the wire and the train could not be moved until it was removed. As a result the southbound line was blocked until after 11:00, with a limited service operating on the northbound line, using the bi-directional signalling. There were no trains at all via the Wimbledon loop.

**Monday 16 August:** A defective conductor rail caused the 04:58 Dartford to Rainham to lose all of its collector shoes on one side and become stranded between Dartford and Stone Crossing. The down line was blocked until shortly before 09:00 while the train was recovered and repairs to the conductor rail were carried out. A fault with the level crossing resulted in there being no trains through Mitcham Eastfields for about 1½ hours from 18:30.

**Thursday 19 August:** Trains were delayed from 08:00 by a signalling problem at Witley. Trains scheduled to terminate and start at Haslemere were cut back to Guildford from late morning. A signal failure closed the main line at Paddock Wood for over an hour from about 16:30.

**Friday 20 August:** The 17:51 from West Croydon terminated at Battersea Park, because of a problem with the doors. A signalling failure at Redbridge about 20:00 caused severe delays and cancellations for the rest of the day. There was a fatality at Abbey Wood involving the 20:38 Cannon Street roundabout service. Trains were diverted via Bexleyheath or Sidcup while the line was closed.