

# Incident Reporting Form

Reference Number IRF000955930

Initiated By: ISF000264910

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**Incident Details**

Date: 2-Oct-2018

Time: 19:20

Day: Tuesday

Station or site name: Morden

Line or Department: Northern (JNP)

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**Initial delay**

There was an initial delay of 20 minutes

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**Train Specific Information**

Train set number: 163

Stock type: 1995

Car number: 51545

Direction: South

The train was cancelled. Re-entered service at 19:55, at Morden

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**No station specific information reported for this IRF**

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**Staff involved in incident**

Surname: [REDACTED]

First name: [REDACTED]

Staff No.: [REDACTED]

Grade: [REDACTED]

Gender: [REDACTED]

Location: TOM-MORDEN

Involvement: Central to Incident

Recorded On Holistic Report  Yes  No

Duty Number:656

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**Other people involved in incident: None**

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**There were no related injuries**

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**Traction current arrangements**

Current off at : 19:25    Restored 19:40    Affected section South Wimbledon to Morden SB

Current off at : 19:25    Restored 19:40    Affected section Morden to South Wimbledon NB

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**No consequential cancellation or reformation**

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**No crime committed**

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**No fire or smoke**

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**No assets involved**

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**No SPAD was reported as part of this IRF**

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**A near miss did not occur**

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**Incident Description :-** At around 19:20 southbound train 163 was used as protection to allow Technical Officer (TO). Earlier at around 18:29 Service Control (SC) noted that Loop 102 within the South Wimbledon (Swim) to Morden (Mor) was intermittently bobbing.

18:30 The TO was informed of the issue and carried out checks in the SER room.

18:35 Undersigned Duty Reliability Manager (DRM) was despatched from Euston to assist.

18:37 Incident was deemed a CAT 2 and incident channel 25 was being utilised throughout duration of the incident.

18:39 Southbound train 006 became non-communicating (NCT) on approach to platform 2 at Morden.

SC implemented Traction Brake Train Control (TBTC) route locking.

Train Operator (T/Op) on 006 was authorised in Restricted Manual (RM) to proceed in RM to fully berth the train.

Once the train had fully berthed T/Op was informed to put the train back into a normal driving mode.

18:42 TO reported the failure was track side and that they required track access.

18:44 Minor delays to north and south services between Stockwell (Stk) and Mor.

Loop seems to have picked up southbound trains were being worked as normal into Mor

18:51 Additional TO was requested from Kennington to assist.

18:53 Loop 102 failing train being worked to platform 2 became Non-Communicating.

18:55 North and Southbound services now being reported as severe delays between Stk to Mor.

18:56 Incident deemed a CAT 1.

18:57 TO carrying out checks with Control room platform side as to a location on where the failure could possibly be located.

19:00 Southbound train 014 became NCT on approach to Mor.

Under the RM procedure and TBTC route locking the train was fully berthed into the platform.

19:03 NIRM on route to incident and will pick up the Kennington TO on route.

19:50 Mor TO traveling to Swim then southbound to check Loop.

19:16 Southbound train 163 was detrained and to be utilised by the TO to get to the incident site.

19:23 A track check was carried out with the TO on Board the train.

19:25 Traction current was requested off as TO.

19:26 TO accessing the track to carry out checks.

19:35 TO was unable to locate the failure but thinks he may have identified the area of incident.

19:36 Northern Line service suspended Mor to Swm in both directions.

19:38 TO unable to resolve the issue without extra equipment so boarded the train.

19:40 After passing a line clear message traction current was recharged.

19:41 Services were restored in both directions.

This is related to and continues in EIRF 955908

#### Root Cause

Loop failure caused by poor rail storage

This caused a 20 minute delay to the service.

**Findings of immediate investigation (basic cause) :-** Loop failure between Morden and South Wimbledon.

This was caused a stored running rail cutting through the cable.

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Person responsible for filing this IRF: - XXXXXXXXXX