

SAFE 5521 | Swan on line

12:22: NR have reported seeing swan at WBP on CCTV, 9R 76 will do a line examination on caution.

12:35: 9R 76 has stopped in front of swan.

12:46: incident raised to CAT 1, full line block to take place.

12:53: IR M on site, arrangements being made to take line block to facilitate access.

Two initial trapped trains - incident train 9R 76 and 9Y 77 ahead of PDX. 3Y 75 moved out of PDX to allow 9Y 77 to enter platform, only remaining trapped train is incident train.

12:54: IR M to take line blockage using 9R 76 for protection - initial thought that all lines would need to be blocked, revised plan will allow eastbound line to remain open. Support requested from NR western, as their MOMs have specific training around large bird removal. Network Response Manager also asking questions around this. MOM ETA 13:30. Ops On Call advised. Incident declared cat 1 at 12:40.

12:57: Two additional trapped trains, both with plan for resolution. 9Y 87 trapped approaching WHX on WB line, unit ahead to be detrained to allow it into the platform. 9T94 trapped on WB line approaching CUS, will be worked back to WWC into platform.

12:59: 12:57 line block in place.

13:03: COS-10 Contingency plan in place.

13:08: All trains now in platforms.

13:23: IR M has tried everything to move swan, which remains on westbound line between XR 009 and SN91.

IR M going to west end cab of 9R 76, will board train, give up line block and intention is for train to move west to XR 009 as long as the swan does not move again and block that portion of track. That will free up the points in rear, allowing the trapped incident train to return to PDX A.

SIM and MTR exploring all options for incident train, approx. 200 pax on board. Plan A is to proceed to AML, plan B proceed forward to clear points and then return to PDX A.

NR Western MOM on site, they do have swan removal training.

Report from MTR that swan has moved to the side and train may be able to pass.

13:31: Swan moved to TB C, so incident train should be on the move.

Line block taken off.

Western MOM on site.

13:40: Incident train has moved to XR 009, swan is back so can not proceed. Driver to change ends and incident train to go to PDX A.

13:55: 3W48 in turnback A - plan was to go to OOC but driver has stated swan is too close to the train to make the move. Signaller attempting to contact driver of 9R 76 incident train who is changing ends to return to PDX A.

14:07: 9R 76 at PDX_A at 14:07. Delay - 106 minutes

14:10: 9R 76 at PDX and being detrained. Plan is for MOM and IR M to take line block with 3W48 in situ to remove swan.

14:30: Line block in place 14:29.

14:32: Line handed at 14:31

14:41: 9U83 turned at CWX B to return to ABX. Driver advised not receiving an MA despite it showing on VICOS and they were reluctant to make the move in PM. Resolved by signaller creating new trip 9Z83, unit then able to proceed.

15:09: Swan has been detained by IR M (w2), being removed from the vicinity of the tracks before line can be handed back.

15:19: Swan removed from the lines, Line block removed and handed back.

15:19: Service recovery has commenced.

15:25: MTR haven't currently got a contingency or recovery plan formulated due to the driver displacement but are working on it.

15:34: MTR have advised as part of the service recovery plan, 6 TPH in the COS to be implemented within the hour and to increase incrementally.

15:38: Service conference call to be held at 16:00 with an update on service

16:20: Service recovery overview.

- 6 TPH within the COS since 16:00

- 12 TPH within COS to be introduced at 17:00

- Currently Severe delays across the whole route with Part suspension between Abbey Wood and Heathrow/Reading.