

## SQE 05.02 (A) Initial Response Form

Boxes that are non-applicable, should not be left blank, they should be marked N/A. Items that are in a highlighted section will be used for data collection.

### The Incident

Incident Type (As listed on ECMS)	TPWS activation – Reset and continue		
Incident Location (Include up/down, platform number)	Canal Junction EL267		
Incident Date	05/06/2025	Time of Incident	09.29:56
Damage to traction unit Y/N (If 'Y', provide further details in summary)	N	Injury to passengers / staff Y/N (If 'Y', provide further details in summary)	N
Damage to infrastructure assets Y/N (If 'Y', provide further details in summary)	N	Allegation made against train borne systems & type Y/N (If 'Y', provide further details in summary)	N

### Summary of the Incident

*(As a minimum this must cover TPWS activity, use of mobile electronic devices, SAS / SOY if applicable, did PTI factors relate to the incident, actions of any external parties, i.e. signaller that could have contributed to the incident), Was the staff member distracted,*

The driver stated during interview that he went to bed at his usual time around 9pm and slept well. The driver reported for work at his booked time and stated that he went to take his shower at work as he normally does.

They stated that they worked the previous 3 days on early shift and that this week had been his first early shifts since the 4<sup>th</sup> of April.

The driver stated that the first part of their job went well with nothing out of the ordinary and that they had no personal issues on anything on their mind.

The driver stated that they remember using the press and call to cancel the AWS alarm at EL265, they said their normal driving style at this location would be to acknowledge the AWS then apply brake step 1 however, on this occasion they did not apply the break but instead selected power notch 1 without realising their error.

The driver stated that they cannot recall what the speed of the train was and that they thought they had used their Risk Triggered Commentary by pressing, verbalising and applying the break as they would when following cautionary signals.

The driver stated that they looked down at their diagram and as the train came around the corner, they sighted the signal at red and applied break step 3.

The driver stated that they had a TPWS brake demand shortly after applying brake step 3 and the train came to a stand short of EL267 and they secured the train.

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The driver stated that they saw the brake demand message on the TCMS screen, they pressed the AWS acknowledge button and resets the TPWS.

The driver stated that at that moment they thought about a similar event that had happen to them a few months ago where they had a TPWS activation which was later investigated and found to be a fault with the TPWS system.

The driver sated that they were not thinking clearly and that they were frustrated with themselves also thinking that they had let everyone down especially after all that was done to help him during the previous investigate.

The driver stated that they panicked and found themselves moving the train then realised that they made an error in judgment. They stated that when they arrived at New Cross Gate on their PNB they thought to themselves "what do I do now". They stated that they were thinking "should I do the right thing now and report it" they sated that they knew that they had already compounded their mistake and thought they would just carry on and hope that they would be the luckiest person alive and get away with it.

They stated that their mind was muddled but that their intensions were never cynical as they knew that those were their decisions and actions.

When asked if they had thought about reporting the incident at any point, they stated that they thought about what had already happened as they had already moved the train due to poor judgment, so they continued and hoped for the best.

They also referred that the previous similar incident accumulated over 53 minutes T3 and that they at least got the train moving without causing major delays.

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<b>Management Response to the Incident</b>			<i>Explicitly state whether drug and alcohol (D&amp;A) testing completed and if not why. Provide a summary of the management response to the incident.</i>
Responding Manager	Name Jodia Thompson/ Handover to Dave Chamberlain	Individual relieved from duty*	The incident was not reported at the time. The driver was later relieved from duty
D&A test undertaken	Yes	D&A test result (initial)	Negative
NOI completed	Yes	Distributed to (routes)	S
Comments: Such as response time, witness details, other evidence that may assist the investigation.  N/A			
*If Driver is continuing, detail actions Driver is taking to prevent likelihood of re-occurrence: N/A			

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Copy the table below for each member of staff involved.

<b>The Staff</b>			
<i>Provide a summary for each applicable field.</i>			
Name	Luke Remsbery	Work location	New Cross Gate
Grade / Date of Entry	25/03/2018	Medical expiry	09/11/2026
Experience status (Trainee / PQ / Experienced)	EXP	Date & type of last assessment	23/05/2025 PRA
SQE 8.9 / 8.18 CDP status and SQE 12.08 DCASS / SQE 08.18 SCASS status	CMS	Competence in location / stock (date certified)	03/12/2018
Duty No	XG5533	Attended correctly	Yes
Time book on / off time	06:59 / 15:33	Any known issues	No
Last prior day worked	04/06/25	Actual working time	1hour 55minutes
PNB due / taken	No	Hours into shift	2 Hours 24minutes
Competence in date	Yes	Any recent ill-health	N/A
Fatigue suspected?	No	If yes – give detail	N/A
Accompanied in cab?	No	If yes – give detail	N/A
Summary of staff involved previous incidents – Add further rows if required			
Incident type	Date	Basic detail	Action taken
Overspeed towards EL350 at danger	20/02/2025	Driver drove towards EL350 without caution. TPWS stopped the train but train was travelling below trigger speed	Proactive plan

Copy the table below for each member of staff involved.

<b>Staff Fatigue Check</b>	
<i>Whilst it is important during the investigation not to lead the individual, fatigue and its affects must be explored as part of the investigation. Note - If none identified, state this in the relevant section (s) below This list is not exhaustive</i>	
Signs or reports of	Details
Lack of energy	No
Lack of strength	No
Inability to concentrate	No
Loss of memory	No
Trouble communicating	No
Breathlessness	No
Unable to make decisions	No
Other (give detail)	No

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<b>The Train</b>			
Headcode	9C15	Departure time	09:29
From / to	Highbury & Islington - West Croydon	Unit number(s)	378150
Coach number	N/A	Driven from (cab)	A
Door number (if req.)	N/A	Formation	5 cars
Last station calls	Surrey Quays	Next station calls	New Cross Gate
Train on time	Yes	Reason (if no)	N/A
Safety systems isolated	No	Detail (if yes)	N/A
DOO screens active	N/A	TCMS event	TPWS Activation

<b>Evidence *</b>							
G = Gathered / R = Requested / N = Not available / NR = Not required							
OTDR	G	CCTV	G	Diagram	G	Mobile phone usage report	NR
Forward facing camera	N R	DOO side facing camera	N R	Internal camera	N R	Location photos	NR
Staff report	G	Staff interview	G	Witness statements	N R	Signal data logger report	NR
RT3119 (a or b)	N R	RT3185	N R	RT3189	N R	'For Cause' screening	G
Communications	N R	Schedule card	G	Written instructions	N R	Other (note below)	NR
<b>External post incident checks / evidence required</b>							
Signalling	N R	Engineering	N R	Infrastructure	N R	Communications	NR

Status of evidence requested Record what evidence has been requested and where from.

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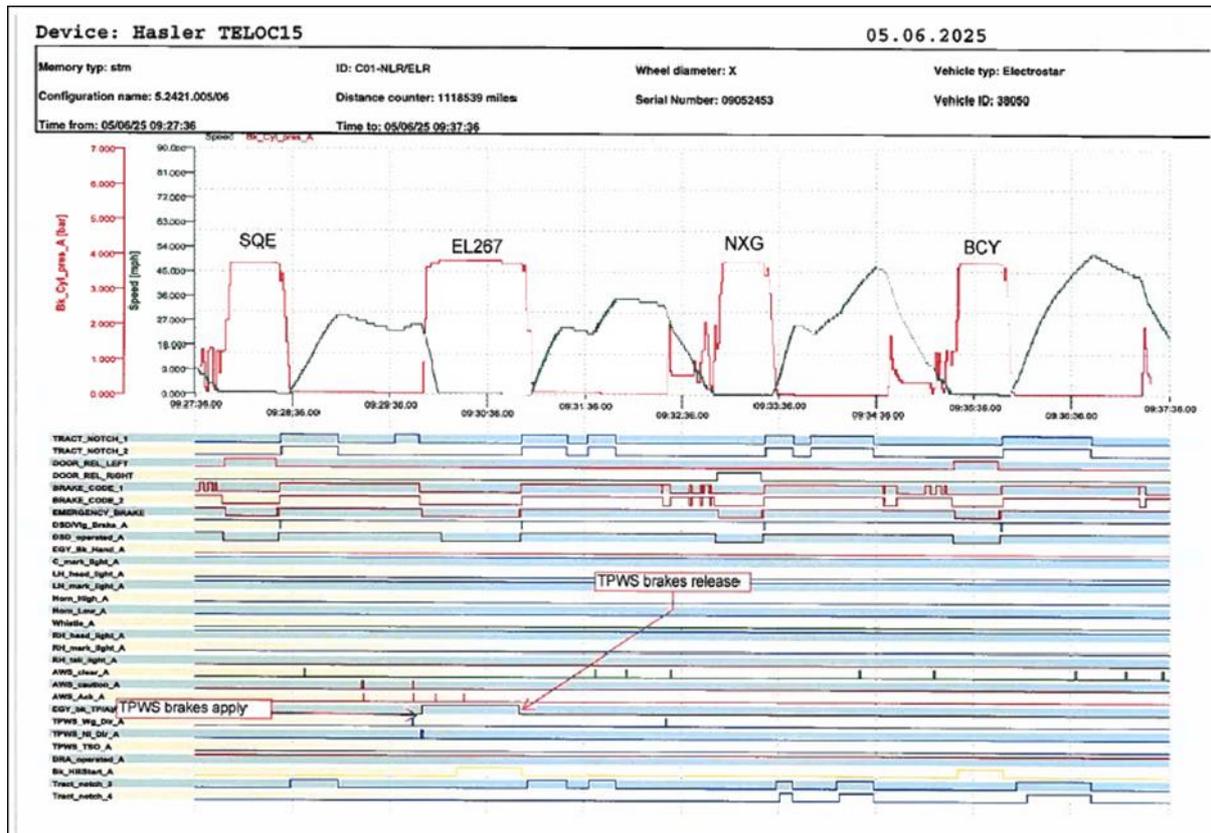
OTDR Analysis (if applicable)					
Time	Activity	Speed	Power (Notch)	Brake step	Distance
09.28.26	Closes doors at Surrey Quays	0	0	3	5688
09.28.28	Takes power	0	2	0	5688
09.28.34	Increases power	1.2620	3	0	5689
09.28.43	Reaches AWS magnet for EL263	9.360	3	0	5702
09.29.04	Shuts off power	28.880	0	0	5820
09.29.20	Cancelled AWS for EL265	26.860	0	0	5942
09.29.39	Takes power	23.380	1	0	6073
09.29.50	Cancelled AWS for EL267	25.510	1	0	6150
09.29.54	Applies Brake	25.510	0	3	6177
09.29.56	TPWS activation	24.500	0	3	6187
09.30.04	Presses AWS reset button	3.190	0	3	6222
09.30.22	2 <sup>nd</sup> press of AWS reset button	0.720	0	3	6223
09.30.55	TPWS releases brakes	0.000	0	3	6223
09.30.57	Takes power	0.000	2	0	6223
09.31.01	Increases power	0.000	3	0	6223
09.31.25	Shuts off power	24.390	0	0	6320
09.31.38	Increases power	22.260	3	0	6405
09.31.43	Reaches AWS for EL269	24.620	3	0	6435
09.31.55	Shuts off power	35.160	0	0	6534
09.32.02	Reaches AWS for EL271	35.160	0	0	6609
09.32.24	Applies Brake	32.690	0	2	6813
09.32.55	Comes to a stand at NXG station	0.000	0	3	6940
09.32.57	Releases doors at NXG station	0.000	0	3	6940

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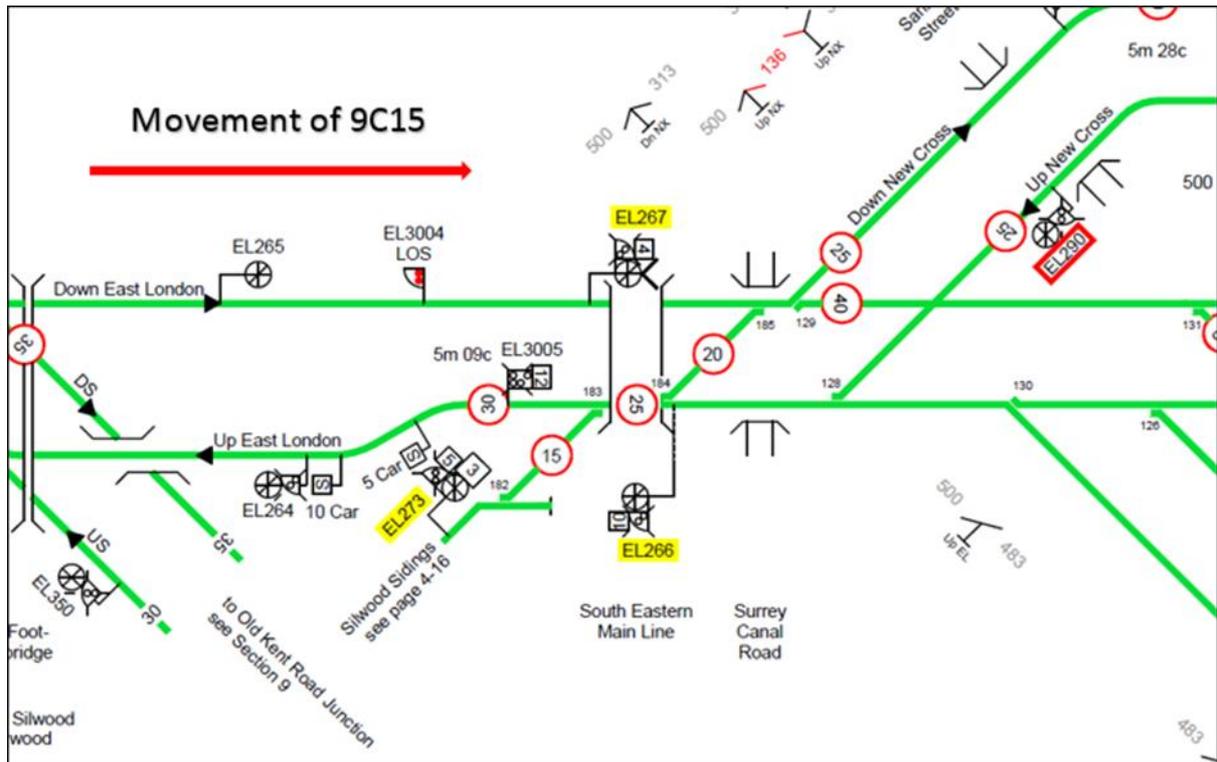
Note: - First entry in distance box in line 1 to be used as datum point '0' / Expand table as required by inserting additional lines

Summary of location and environment			
Rail head conditions	Good	Any reported sighting obscuration	Late sighting signal on curve to the right
Line speed at location	30mph	Train speed at time	24mph
Gradient	level	Weather conditions	Dry
Dispatch type	DOO	Reason the signal was at danger	N/A
Location incident history (if known)	Wrong route taken	Is this location recorded as high risk in a risk assessment	N/A

Insert annotated map



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EL267 on the down ELL

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**5533XG** STP

**Schedule Card for New Cross Gate**

05.06.2025

Routes R067

Driver: On 06:59 Off 15:33 Hours 08:34

London Overground  
WTT Times

Act	Location	Arr	Dep	Remark
XG 516	at 07.29	378150		
378/88				
REL	New Cross Gate pl1 ELL	07.30	07.30	9C07
	Brockley	07.32	07.32	
	Honor Oak Park	07.34	07.35	
	Forest Hill	07.37	07.37	
	Sydenham	07.40	07.41	
	Penge West	07.42	07.43	
	Anerley	07.44	07.45	
	Norwood Junction	07.48	07.49	
	<b>West Croydon</b>	<b>07.55</b>		
	<b>West Croydon</b>		<b>08.01</b>	<b>9D11</b>
	Norwood Junction	08.06	08.07	
	Anerley	08.09	08.10	TL612
	Penge West	08.11	08.11	
	Sydenham	08.13	08.14	
	Forest Hill	08.16	08.17	SUSY
	Honor Oak Park	08.19	08.19	
	Brockley	08.21	08.22	
	New Cross Gate	08.24	08.25	
	Surrey Quays	08.28	08.29	+4
	Canada Water	08.30	08.31	
	Rotherhithe	08.32	08.33	
	Wapping	08.34	08.34	
	Shadwell	08.36	08.36	
	Whitechapel	08.38	08.39	
	Shoreditch High Street	08.40	08.41	
	Hoxton	08.43	08.43	
	Haggerston	08.45	08.45	+7
	Dalston Junction	08.47	08.48	
	Canonbury ELL	08.50	08.51	
	<b>Highbury and Islington Ell</b>	<del>08.52</del>	<b>08.59</b>	
	<b>Highbury and Islington Ell</b>	<b>09.04</b>	<del>09.04</del>	<b>9C15</b>
	Canonbury ELL	09.03	09.04	
	Dalston Junction	09.06	09.08	
	Haggerston	09.09	09.10	
	Hoxton	09.11	09.12	+1
	Shoreditch High Street	09.14	09.14	
	Whitechapel	09.16	09.17	
	Shadwell	09.18	09.19	
	Wapping	09.20	09.21	
	Rotherhithe	09.22	09.22	
	Canada Water	09.23	09.24	EL267
	<del>Surrey Quays</del>	09.25	09.26	
	New Cross Gate pl1 ELL	09.30	09.31	
	Brockley	09.33	09.33	
	Honor Oak Park	09.35	09.36	

Act	Location	Arr	Dep	Remark
	Forest Hill	09.38	09.38	
	Sydenham	09.41	09.42	+2
	Penge West	09.43	09.44	
	Anerley	09.45	09.46	
	Norwood Junction	09.48	09.49	+4 T11
	<b>West Croydon</b>	<del>09.51</del>	<b>09.59</b>	
(To Highbury and Islington Ell)				
	<b>West Croydon</b>	<b>10.02</b>	<del>10.04</del>	<b>9D19</b>
	Norwood Junction	10.06	10.07	T26
	Anerley	10.09	10.10	
	Penge West	10.11	10.11	
	Sydenham	10.13	10.14	+2
	Forest Hill	10.16	10.17	
	Honor Oak Park	10.19	10.19	
	Brockley	10.21	10.22	
	New Cross Gate	10.24	10.24	
REL	Surrey Quays	<del>10.28</del>	<b>10.30</b>	
by XG 523 at 10.28				
<b>PNB</b>				
(35 MINS)				
XG 505	at <del>11.38</del>	378145		
378/75		1140		
REL	Surrey Quays	<del>11.39</del>	<del>11.39</del>	<b>0H24</b>
	Canada Water	11.40	11.41	UF
	Rotherhithe	11.42	11.43	
	Wapping	11.44	11.44	
	Shadwell	11.46	11.46	
	Whitechapel	11.48	11.49	
	Shoreditch High Street	11.50	11.51	
	Hoxton	11.53	11.53	+1
	Haggerston	11.55	11.55	
	<b>Dalston Junction</b>	<del>11.57</del>	<b>11.58</b>	
	<b>Dalston Junction</b>		<b>12.04</b>	<b>9G27</b>
	Haggerston	12.05	12.06	
	Hoxton	12.07	12.08	
	Shoreditch High Street	12.10	12.10	
	Whitechapel	12.12	12.13	
	Shadwell	12.14	12.15	
	Wapping	12.16	12.17	
	Rotherhithe	12.18	12.18	
	Canada Water	12.19	12.20	
	<del>Surrey Quays</del>	12.21	12.22	R6LA
	Queens Road Peckham	12.28	12.29	
	Peckham Rye	12.31	12.34	
	Denmark Hill	12.36	12.37	

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**5533XG** STP

**Schedule Card for New Cross Gate**

**05.06.2025**

Routes R067

Driver: On 06:59 Off 15:33 Hours 08:34

London Overground  
WTT Times

Act	Location	Arr	Dep	Remark	Act	Location	Arr	Dep	Remark
	Clapham High Street	12.41	12.41			New Cross Gate plat	15.23		
	Wandsworth Road	12.42	12.43						
	<b>Clapham Jn Plats 0-2</b>	<b>12.51</b>							

REMINDER: RELIEF IN SERVICE TIME IS 1 MINUTE

**Clapham Jn Plats 0-2** 13.00 9H31

Wandsworth Road	13.06	13.06
Clapham High Street	13.07	13.08
Denmark Hill	13.12	13.13
Peckham Rye	13.15	13.15
Queens Road Peckham	13.17	13.17
Surrey Quays	13.23	13.24
Canada Water	13.25	13.26
Rotherhithe	13.27	13.28
Wapping	13.29	13.29
Shadwell	13.31	13.31
Whitechapel	13.33	13.34
Shoreditch High Street	13.35	13.36
Hoxton	13.38	13.38
Haggerston	13.40	13.40

**Dalston Junction** 13.42

**Dalston Junction** 13.49 9G34

Haggerston	13.50	13.51
Hoxton	13.52	13.53
Shoreditch High Street	13.55	13.55
Whitechapel	13.57	13.58
Shadwell	13.59	14.00
Wapping	14.01	14.02
Rotherhithe	14.03	14.03
Canada Water	14.04	14.05
Surrey Quays	14.06	14.07
Queens Road Peckham	14.13	14.14
Peckham Rye	14.16	14.19
Denmark Hill	14.22	14.23
Clapham High Street	14.27	14.27
Wandsworth Road	14.28	14.29

**Clapham Jn Plats 0-2** 14.35

(To Dalston Junction)

**Clapham Jn Plats 0-2** 14.45 9H38

Wandsworth Road	14.51	14.51
Clapham High Street	14.52	14.53
Denmark Hill	14.57	14.58
Peckham Rye	15.00	15.00
Queens Road Peckham	15.02	15.02

**RELD Surrey Quays** 15.08

by XG 566 at 15.09

**PASS Surrey Quays** 15.19 9A39

Printed on: 04/06/2025, 00:01

5533XG

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	<b>Driver incident / delay report</b>	
<b>Report submitted by:</b>		
Name	LUKE REMSBERY	Grade DRIVER
Depot	NKG	Pay No. 450P
<b>Train Details (if applicable):</b>		
Departure Time	09:04 hrs	From: HIGHBURY + ISL To: WEST CROYDON
Head Code	9 C 1 5	Class of Traction 378 Unit No.(s) 378150
<b>Nature of Incident (tick as applicable):</b>		
Safety of the Line	<input checked="" type="checkbox"/>	Signalling / AWS / TPWS Irregularity <input type="checkbox"/> <small>RT 3185 form must also be completed</small>
Accident	<input type="checkbox"/>	<small>Details must also be entered into Accident Book</small>
Train fault	<input type="checkbox"/>	Delay to Service <input type="checkbox"/>
Other	<input type="checkbox"/>	<small>(please specify)</small>
<b>Incident Details (if applicable):</b>		
Date	05 : 06 : 2025	Location SURREY QUAYS Line DOWN E LONDON
Time	09:28 hrs	Lighting & Weather Conditions RAIN Delay to Train 1 mins
<b>Details of Report (Please PRINT)</b>		
<p>I LEFT HIGHBURY 2 MINS LATE HAVING ARRIVED 6 MINS BEHIND SCHEDULE. I PROCEEDED WITHOUT INCIDENT TO SURREY QUAYS AND DEPARTED ON A GREEN SIGNAL. I RECALL SEEING A SINGLE YELLOW AT EL265 AND USING 'PRESS AND CALL' AHEAD OF THE RED SIGNAL AT EL267. I WOULD NORMALLY AND INTENDED TO APPLY BRAKE STEP 1, BUT DID NOT AND MAY HAVE APPLIED POWER NOTCH 1. I CANNOT RECALL. I GLANCED AT MY DIAGRAM AND LOOKED UP TO SEE EL267 AT DANGER. I WAS TRAVELLING MUCH FASTER THAN I EXPECTED TO BE. I APPLIED BRAKE STEP 3 AND AM NOT SURE IF I ACKNOWLEDGED THE AWS HORN IN TIME. I RECEIVED A BRAKE DEMAND WHICH I BELIEVED TO BE AS A RESULT OF A TPWS <del>AWR</del> OVERSPEED ACTIVATION WHEN I HAD ACKNOWLEDGED THE DEMAND AND SECURED THE UNIT, MY THOUGHTS IMMEDIATELY TURNED TO ESCAPING AN INCIDENT IN SIMILAR CIRCUMSTANCES TWO MONTHS PRIOR AND THE CONSEQUENCES OF THIS HAPPENING SO SOON AFTER, INCLUDING LETTING MYSELF AND OTHERS DOWN. WHEN I WAS ABLE TO MOVE THE TRAIN, I FOUND MYSELF CONTINUING TOWARDS NEW CROSS GATE WITHOUT REPORTING THE INCIDENT OR</p>		
<small>continue on reverse if necessary</small>		
Signature		Date: 05/06/25
<p><b>Driver incident / delay reports must be forwarded to Arriva Rail London Control by the end of duty</b></p>		



Driver incident / delay report

ARRIVA Rail London

Details of Report (continued)  
(Please PRINT)

GAINING AUTHORITY TO PROCEED. AT NEW CROSS GATE, I REALISED I HAD MADE A VERY GRAVE ERROR WHICH I COULD NOT NOW UNDO, AND COMPOUNDED THIS BY AGAIN CONTINUING.

I FINISHED THE FIRST HALF OF MY JOB WITHOUT FURTHER INCIDENT, HAD MY PNB, AND THEN BEGAN MY SECOND HALF. AT DALSTON, I WAS ASKED TO CONTACT CONTROL. I DID, AND THEY ASKED ME IF I HAD HAD A TPWS ACTIVATION GARLIC. I REPLIED THAT I HAD. I FOLLOWED THEIR INSTRUCTIONS AND WAS RELIEVED AT SURREY QUAYS.

Signature

Date

05/06/25

Driver incident / delay reports must be forwarded to Arriva Rail London Control by the end of duty

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Incident level default – See page 7	2
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If the 'Yes' box has been ticked in any of the escalation checks below, the incident will require a 72hr review where the appropriate level of investigation will be determined by the DCP.

Level 1 escalation check	Yes	No
Member of staff is within PQ period, and this is their 2 <sup>nd</sup> (or more) incident	<input type="checkbox"/>	<input type="checkbox"/>
Member of staff is on a Reactive development plan	<input type="checkbox"/>	<input type="checkbox"/>
Location has been subject to two or more similar incidents within the last 12 months or three incidents within the last 5 years	<input type="checkbox"/>	<input type="checkbox"/>

Note: - This now completes the required information gathering by the responding manager immediately post incident. Please email to the address below as soon as is practical, but no later than the end of your shift.

[IncidentOverviewGroup@arrival.co.uk](mailto:IncidentOverviewGroup@arrival.co.uk)

**SQE 05.02 (A) Initial Response Form**

<b>Default level</b>	<b>Adverse event</b>
Level 1 Standard	TPWS overspeed (PSR) Stop Short (protected) Station over run – non door release Person or object caught in train doors (train does not move) Fail to Call Door released away from a platform – CSDE protected Wrong Side Door Release – CSDE protected Dispatch Irregularity Wrong route (taken) Unauthorised person in driving cab Irregular working Incident / near miss arising where initial evidence suggests the staff member was not working in accordance with relevant operational instructions ADD activation following incorrect pantograph operation
Level 2 Local	Train Roll incident (with doors released / open) Speeding Pantograph striking infrastructure Wrong route set for train movement Movement authority given towards a possession (within Chingford depot or Wembley 'C' sidings) Trap & Drag (person or object caught in train door and train moves) Incorrect application of track retrieval process Overrun & Door release Stop Short & Door Release off usable platform (not protected) TPWS intervention approaching a red aspect / buffer stops TPWS activation approaching a red aspect / buffer stops Fire on train Level Crossing incident SPAD / exceeding movement authority without permission Movement without authority Train moved with NTBMB or equipment (e.g., shore supply) still attached Misuse or unauthorised isolation of safety equipment Wrong side door release – Non CSDE protected

**SQE 05.02 (A) Initial Response Form**

Level 3 Formal	Derailment Uncontrolled evacuation Divided train (accidental) Train Collision (object not exhaustive) Any level one or two incident that has resulted in a serious injury or fatality.
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This list is not exhaustive. The DCP may intervene within any adverse event and appoint an Operational lead investigator. The DCP may raise or lower if required.