

Slippage of OLE catenary wire in of Bonomi forked collar

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

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Overview

On Friday 5 May 2017 an inspection by the EGIP team discovered that the Overhead Line Equipment (OLE) catenary wire within a Bonomi forked collar socket C21/544/001 had slipped from its original installation position.

Whilst the wire remained anchored there is the potential that further slippage would result in an OLE de-wirement. This was the third reported slippage of the black catenary Bonomi Forked collar on EGIP K01 since April 2017.

This was also similar to incidents which occurred between January and March 2017 which were originally attributed to installation error. The latest incident raised concerns around the root cause of these incidents.

This update is being issued following independent testing which concluded the slippage occurred as a single event and not after full line tension was applied. The safety advice below has been updated to reflect the results of the testing.

Immediate action required

- Any Bonomi forked collar sockets that are installed to final system tensions do not require further monitoring after an initial visual inspection.
- If the tension of any catenary wire is modified or disturbed then any Bonomi forked collar socket is to be replaced at the time of those works.
- The previous action requiring periodic inspections has been rescinded.
- Any safety rigs installed can be removed if there is wire protruding past the end of the collar.
- The Network Rail Product Acceptance, PA05/06543, of the Bonomi forked collar sockets, 091/029042, 091/029043 and 091/029044, has been suspended and the product shall not be installed on Network Rail infrastructure.

Copies of Safety Advice are available on [Safety Central](#).