

15<sup>th</sup> November 2013

No: IGS 301

## Network Rail Safety Bulletin

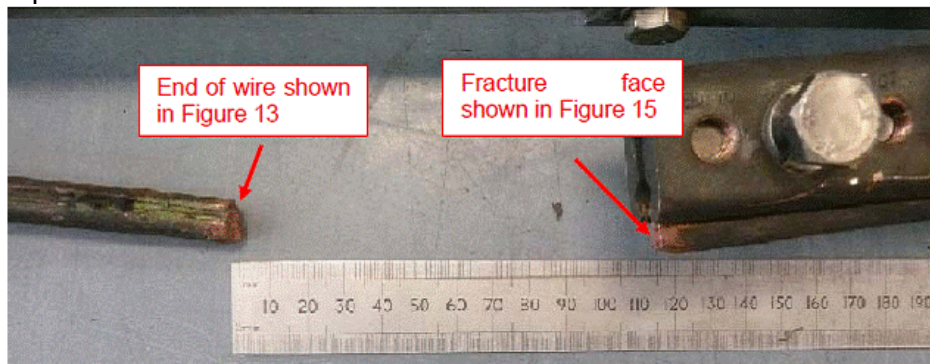
### Arthur Flury Single Rod Neutral Section Installations – Risk of uncontrolled release of Contact Wire tension

**For the attention of OLE Maintenance Delivery Units, Overhead Condition Renewals Team, Construction and Design Contractors.**

#### Background:

Two dewirements have recently occurred on the East Coast Main Line, at Retford and Tallington Neutral Sections.

The primary cause of both dewirements has been determined to be a fatigue failure of the contact wire, with the initiation point being the top of the contact wire at the entry splice. Both neutral sections had been installed for approximately 2 years and were installed in 107mm<sup>2</sup> Hard Drawn Copper contact wire, with a line speed of 125mph.



Boroscope inspections of further neutral sections have found corrosion and signs of crack formation on other entry splices and LNE route are currently implementing a programme of mitigation measures to prevent further dewirements. The root cause of the fatigue failures is being investigated by LNE route, an independent investigator, the manufacturer and Energy Services.

A safety risk also exists when working on existing Arthur Flury Neutral Section installations due to the possibility of a fatigued wire parting whilst working on the equipment.

#### Immediate Action Required by all persons affected:

Where any OLE works are being carried out at any Arthur Flury Single Rod Neutral Section location, a rig shall be installed across the Neutral Section assembly from contact wire to contact wire to mitigate against the risk of the wire parting and the uncontrolled release of tension.

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