

Safety Bulletin

A serious incident has taken place

Spare and redundant lineside materials

Issued to: All Network Rail line managers and Achilles registered contractors

Ref: NRB 15/14

Date of issue: 28/08/2015

Location: Portsmouth Main Line, Liss, Hampshire

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Overview

On Friday 31 July 2015 the Petersfield signaller reported multiple track circuit failures between Liphook and Liss on both main lines and that Liss CCTV level crossing had failed in the lowered position.

Response staff found one of the location cabinets on fire. They removed the fuses and extinguished the fire.

Initial investigation found that a 400 yard length of redundant conductor rail in the cess had moved and come into contact with the live conductor rail at one end and the hand rail of a location case at the other.

The hand rail and location case were earthed together and the current travelled into the signalling supply system.

The redundant conductor rail had not been secured to prevent movement in hot weather conditions.

Discussion Points

While we are investigating the causes of this incident please discuss the following with your teams:

What were the potential outcomes if circumstances had been a little different?

How can we improve removal of redundant materials from the line following renewals work?

What other risks do redundant lineside materials create? And how can we reduce those risks?

What should be done with redundant materials if they cannot be removed from the line at the time of the work?

What would you do if you came across redundant rails in an unsafe condition?