

SHARE WITH PAIN

Electrical Rail Shoes Ripped off by Dropped Rail in 6ft at Radlett

Tuesday 17th June 2014 at 07:58hrs

Incident

At 07:58hrs on Tues 17 Jun 14 an FCC train (2T99) struck rail in the 6ft on the Down Fast that had been dropped overnight.

This caused damage to the FCC train's 3rd rail conductor shoes and damaged an air hose.

The train was disabled by the incident and had to be evacuated. All other trains had to be diverted around the incident on the Down Slow line. The incident caused 1,755 delay mins.

The incident is subject to local investigation.



NSC 24/7 HSEA Database Details

Details of the incident are listed below:

NSC 24:7 Ref Number: 11387

NSC 24:7 Log Number: 113/79

Logged By: Liam Cooke

Reported By: East Midlands Route Control

Contact Number: 08552400

Location of Incident: Radlett - Dn Fast Cess - 14m60c To 16m40c

Contractor: V G Clements Ltd

Sub Contractor: N/A

Name of Injured Party: N/A

Date / Time Incident Occurred: 17th June 2014 (07:58 am)

Date / Time Incident Reported: 17th June 2014 (1:15 pm)

Territory: EAST MIDLANDS

Asset: IP - Central

Summary of Events: NOC advised NSC24/7 that 2T99 has reported hitting rail in the DF cess north of Radlett Station damaging it's shoes & air pipe. WH SSM advised at 07:58 the 2T99 struck rail on the DF Cess. 2021 passing on the US reported seeing dust and smoke.

Immediate Action Taken: MOM was requested and arrived on site at 08:26. Fitters were also requested and arrived at 08:36 Carillion Staff attended and have left site to obtain sandbags to stabilise the rail and to prevent further movement. If the staff are unable to get a LB a watchman will remain in place until tonight, when the works can be carried out. As of 13:00 – 17 full cancellation, 13- Part cancellation, 124 trains delayed, 1578' delay minutes attributed.

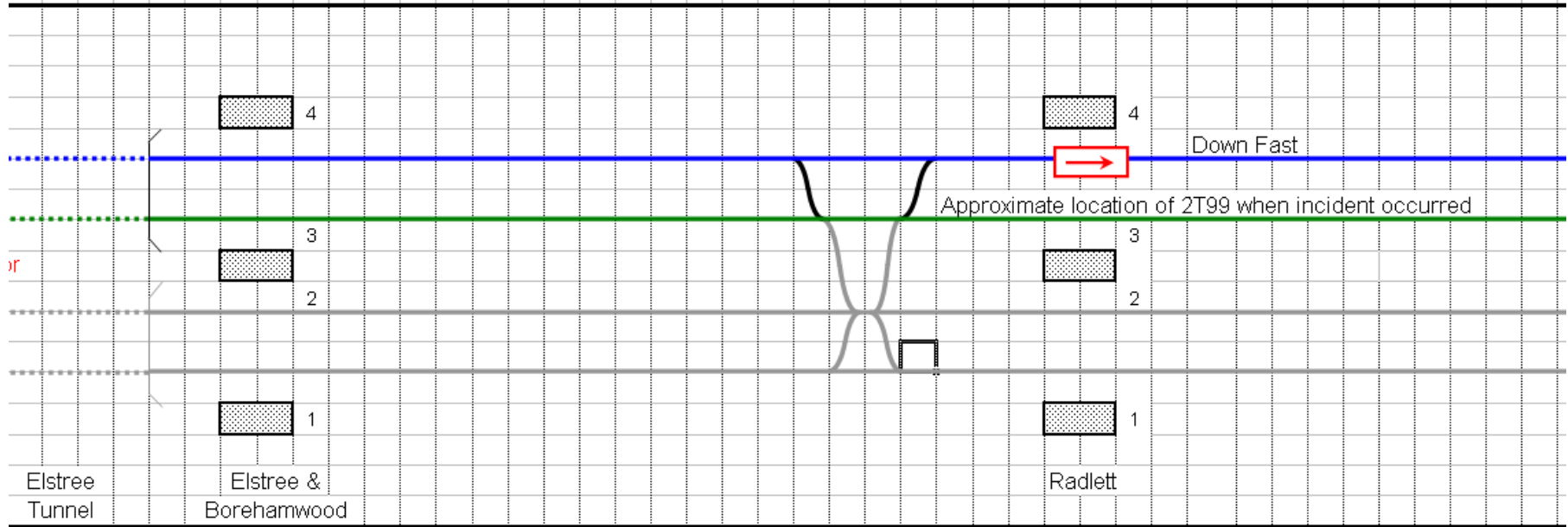
Late Changes: N/A

Site Details

Incident Occurred on the Down Fast at Radlett Station at 07:58hrs.

The Line speed at this location is now HST 125mph and PS of 110mph. FCC trains are non-HST stock and limited to 100mph.

Line reopened to traffic at 10:20hrs after rail was moved over in 6ft.



Initial Findings on Site

Incident occurred on the Down Fast, the train's 3rd rail conductor shoes and air hose hit CWR rail that had been dropped in the 6ft at Radlett Station.

Rail dropped in the 6ft was too high and too close to the running Edge of the Down Fast 6ft rail.

In addition rail in the 4ft was found to be close to the edge of the running rails in some areas.

This photo shows the 6ft rail after it had been moved.



Possible Underlying Causes

- Review of relevant documentation (rail management plans, work packages plans etc) identifies that relevant processes and procedures were in place to prevent this incident. It is apparent that they were not suitably followed.

- The pre-delivery survey planned for the rail drop in the 4ft of the Up Fast (form opposite refers). The rail was actually dropped on the Down Fast in the cess, 4ft and 6ft.

- The reasons for the above are subject to further investigation.

V G Clements Ltd		RAIL DELIVERY SYSTEMS LINESIDE EQUIPMENT PROTECTION FORM		6396				
Location Name: RADLETT	Visit Date: 14/11/14	Recipient Name: DAVE MITCHELL						
Recipient: CARRINGTON	Delivery Date: 10/11/14	Recipient Tel No: 07571164102						
Mileage from M 1 to M 1	Site Access: RAILWAY	Site Egress: F						
Lines at Site/ UF / DF / US / DS /	No. of Rails + Type: 10 x 260mm x 6000 x 2	3rd Rail OHLE None / Isolation AC/DC None						
Gradient / Ascent / Descent / Both	LWRT MAX Gradient 1:75	No of Sites: 1 Site No: 1						
Chute Direction / DOWNWARDS	Curvature / RDT / LWRT / (400 M) MIN	CANT Left / CANT Right / MIN 1:50 mm						
Travel To Site: Hrs 19/ Mins	Time on Site: Hrs 4/ Mins	Travel Home: Hrs 7/ Mins		TOTAL : Hrs 30/ Mins				
No	Pair	Single	Length	Type	4Ft	CESS	6Ft	Setting Movement
1	✓		260mm	✓				CARRIAGE RED MARKS (5)
2	✓		260mm	✓				MOVE MARKS MARK (900)
3	✓		260mm	✓				TO AVOID IPWS (R&A)
4	✓		260mm	✓				RED MARKS (45)
5	✓		260mm	✓				CARRIAGE TO PROT. (MARK 1)
6	✓		260mm	✓				ISOLATION (IPWS)
7	✓		260mm	✓				RELEASE ALL MARKS
8	✓		260mm	✓				COLLECT MARKS TO MARK 9 DROP
9	✓		260mm	✓				TOGETHER
10								WHERE IN DOWN FAST (2 MARKS)
Site Visit Completed By: P. DEVEREAUX		Job Title: RIT		Date: 14/11/14				

Rail recipient representative you are signing and agreeing to all remedial work and equipment protection required and actioned before rail delivery. Catastrophic Failure (Jammed Rail) to be reported to the NDS 01904 522345

Initial Lessons Learnt

This incident will be subject to local investigation, however at this stage the following initial lessons learnt are noted;

- ▶ Rail deliveries should be in accordance with all relevant standards and processes, including rail management plans & work package plans. This is ever more pertinent in warm weather due to the risk of rail expansion.
- ▶ Rail deliveries should be in accordance with those agreed at the pre-delivery walkout with NSC. No changes to this should be accepted unless prior agreement and approval is sought and updated risk assessments and work package plans produced.
- ▶ This type of incident has occurred previously on the Midland Mainline (Steve Featherstone blog update in Mar 14 refers). Lessons learned relating to checks for third rail stock gauge clearance in none third rail areas and general good rail management practise need reiterating both internally & externally.