

# Summary of Safety Performance



## August 2009

### Fatalities

During August, there were no accidental workforce or passenger fatalities. There were five public accidental fatalities: four were adults; one was a child trespasser (as described below).

On 23 August, a 14-year-old male walked on an elevated pipe above the overhead line equipment (OHLE) at Hillington West station (Scotland) in an attempt to graffiti a bridge. He fell off the pipe, hit the OHLE and was electrocuted before landing on the tracks. Subsequently, an incoming train ran over the body.

There were 19 suspected suicides. These figures are subject to change as more information (e.g. coroners' verdicts) becomes available.

### Reportable train accidents: collisions, derailments and trains striking road vehicles

On 7 August, a train struck the rear of a dustcart at Dalchalm AOCL level crossing (Scotland). The vehicle was backed up to the crossing, so that some dustbins could be emptied. The truck driver did not hear the alarms. The crossing equipment had been working correctly at the time of incident. There were no reported injuries.

On 8 August, an empty coaching stock (ECS) train derailed at Rhymney (Western). The units remained upright. The incident occurred while the points were being operated by a train guard. Significant damage to the infrastructure has been recorded.

On 9 August, a signalman gave permission for a freight train to run through DT58 signal at danger (Bescot, London North Western). Subsequently, two wagons derailed as the points had not been set for the movement. Significant damage to the infrastructure occurred.

On 13 August, a freight train struck a car at Bog Hall Farm level crossing (London North Eastern). The level crossing had been working correctly at the time of accident. The car driver suffered shock.

On 13 August, a passenger train rolled back at Guildford (South East) and collided with the unit from which it had been detached.

On 25 August, the driver of a Mossend–Trafford Park freight service reported one wagon derailed when passing through platform one of Wigan North Western station (London North Western). The cause is not yet known.

### Precursors

During August 2009, there were 29 category A signals passed at danger (SPADs). This is four more than in August 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 29 category A SPADs in August, seven were risk ranked potentially significant (16+), none of which were ranked as potentially severe (20+).

During August 2009, there were 123 category B, 12 category C and no category D SPADs, giving a total of 135. There were 136 such SPADs in August 2008.

There were two broken rails in August 2009; there were three in August 2008.

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***There is a feedback form on the RSSB website;  
we would appreciate your comments on all our outputs.***

*RSSB can help with safety data queries; please do not hesitate to contact us.*

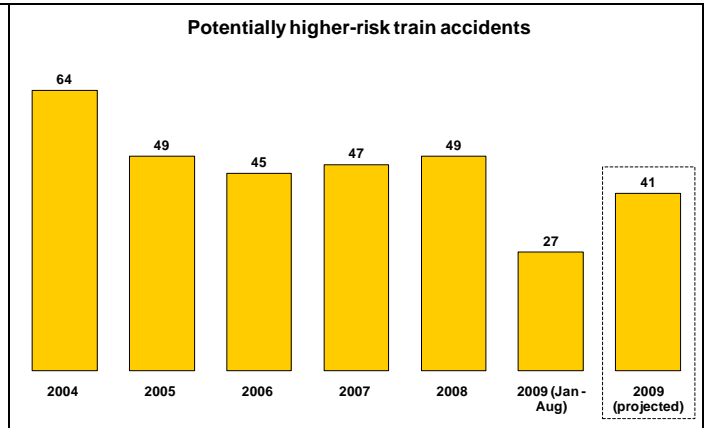
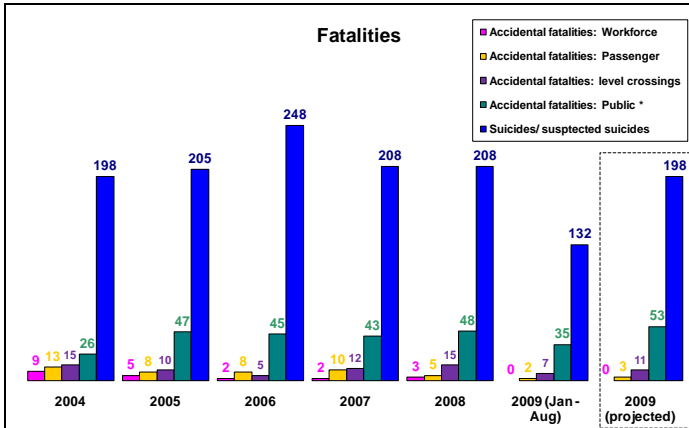
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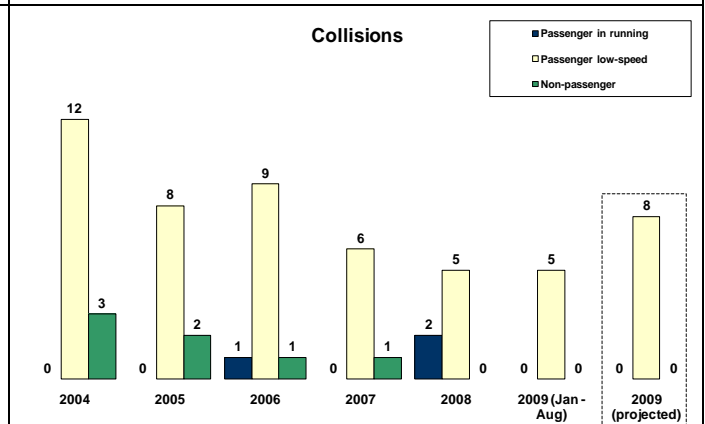
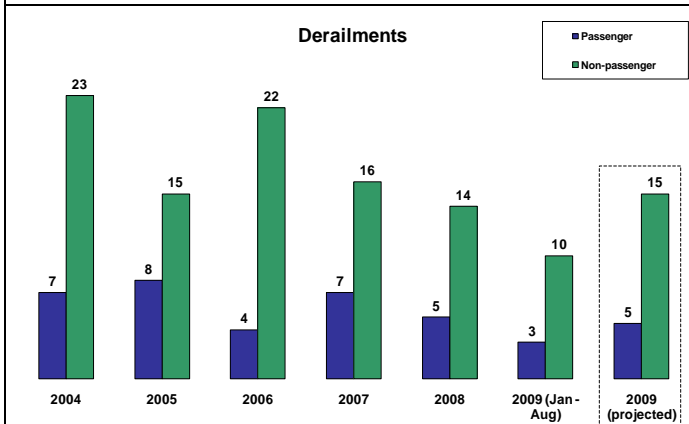


With eight months of data now available for 2009, the figures to the end of the year have been predicted. When compared to 2008, the projected numbers for fatalities, PHRTAs (potentially higher-risk train accidents), train strikes at level crossings and SPADs are showing potential decreases. With derailments showing a similar performance, low-speed collisions in stations are projected as having a slight increase.



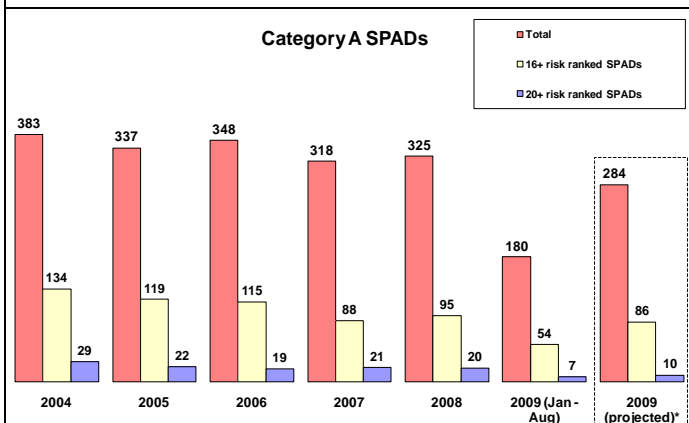
\* Public accidental fatalities include trespass and non-trespass, but exclude fatalities at level crossing (which now form a separate category).

Statorily reportable collisions (excluding roll back and open door collisions), derailments, buffer stop collisions and trains striking road vehicles.



Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995 reportable cases only. Excludes derailments resulting from striking road vehicles on level crossings.

RIDDOR 1995 reportable cases only. Does not include buffer stop and 'open door' collisions. Passenger low-speed collisions are predominately at stations.



Category A SPADs on or affecting Network Rail managed infrastructure.

The blue bars refer to trains striking barriers are where a previous incident had caused the barriers to encroach onto the running line, such as a road vehicle striking the barriers.

\* Projected figures for 2009 adjusted for seasonality.

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