

Summary of Safety Performance



June 2009

Fatalities

During June, there were no accidental workforce or passenger fatalities. There were two public accidental fatalities, both of which were trespassers.

There were 13 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 1 June, the leading bogie of a Whitehaven–Carlisle service derailed at Low Mill (London North Western). Prior to this incident, the driver of another train had reported a bump at the same location. The incident occurred where the sleepers change from wood to concrete. Both of the affected rails had a 500mm lateral displacement. There were no reported passenger injuries; however, the driver sustained a cut leg and the guard suffered shock.

On 6 June, a Nottingham–Spalding train struck an abandoned car at Welland Bank level crossing (London North Eastern). The train was travelling at 5mph. No injuries were reported.

On 11 June, a Blackpool North–Liverpool Lime Street service derailed by one set of wheels on the approach to Wavertree Technology Park station (London North Western). The investigation report suggests that the cause was the engine becoming detached from its mounting. One passenger sustained minor injury.

On 12 June, an Enfield Town–London Liverpool Street train was signalled into an occupied platform, where it struck the rear unit of another train standing in the same platform. No damage was sustained to either unit.

On 16 June, a locomotive became derailed on points at Derby London Road Junction (London North Eastern). The incident occurred at low speed whilst the locomotive was making a movement on wheel skates. The first and second wheels of the front bogie derailed. Upon investigation, no defects were found.

On 27 June, a Machynlleth–Pwllheli service struck a car on Fairbourne AOCL level crossing, between Tywyn and Barmouth (Western). The impact pushed the car onto the station platform. The driver was badly shaken, having been involved in a similar incident at the same crossing whilst working the same service on 14 May 2009.

On 30 June, a Kirkdale depot operative reported that a unit was a runaway, heading off the north end of the depot (London North Western). The train ran into a headshunt and demolished the stop block at the end. This resulted in a leading coach being derailed on all wheels, which obstructed the Down Ormskirk Line. The incident is subject to investigation.

Precursors

During June 2009, there were 21 category A signals passed at danger (SPADs). This is nine fewer than in June 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties).

Of the 21 category A SPADs in June, ten were risk ranked potentially significant (16-19) and one was ranked as potentially severe (20+).

During June 2009, there were 126 category B, 10 category C and one category D SPADs, giving a total of 137. There were 147 such SPADs in June 2008.

There were four broken rails in June 2009; there were none in June 2008.

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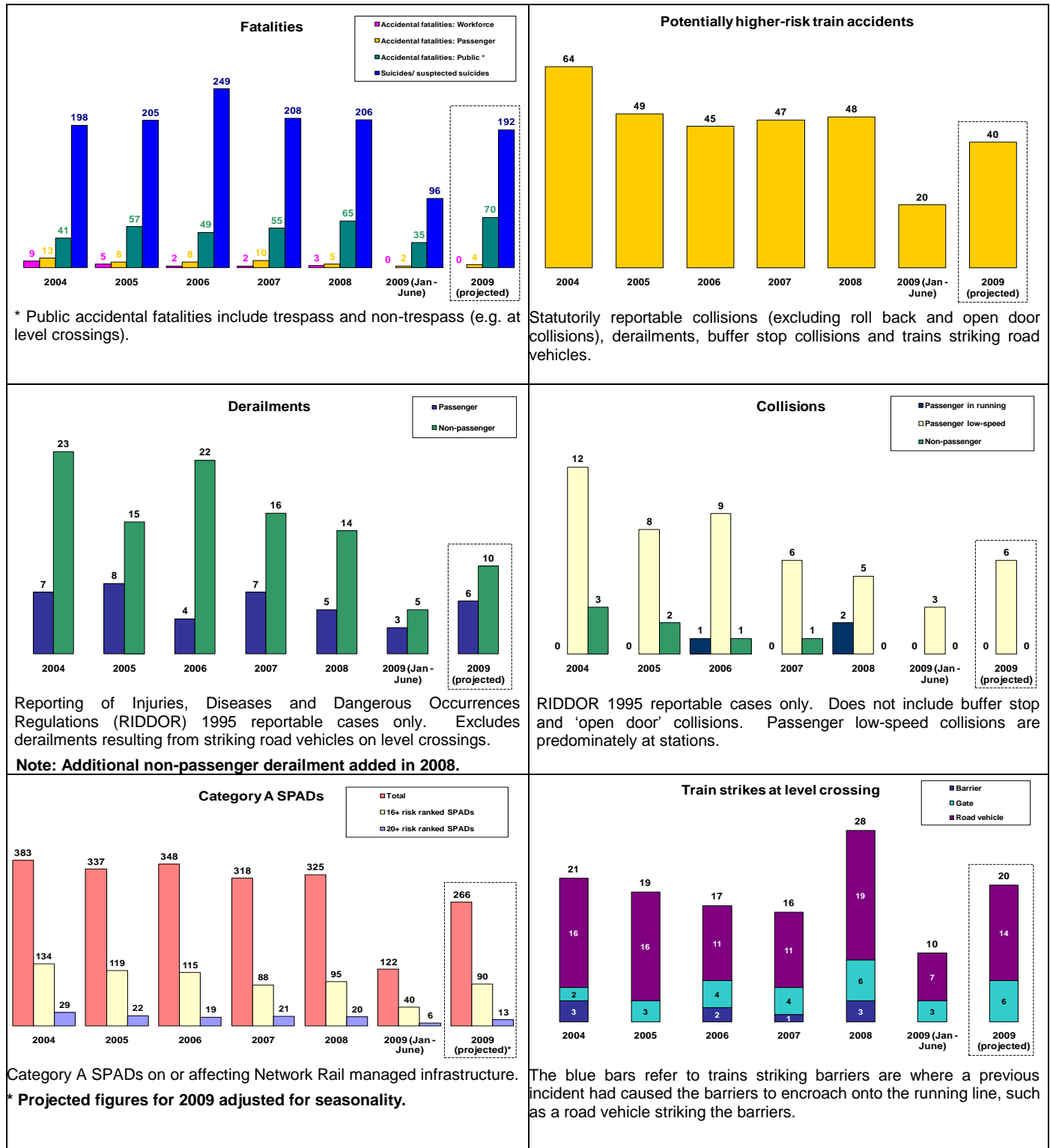
The Safety Intelligence Team can help with safety data queries; please do not hesitate to contact us.

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During the review of the Common Safety Indicators, an additional derailment that affected a running line was identified. This incident occurred on 26 February 2008 in Scotland (see note below).

With six months of data now available for 2009, we have projected figures to the end of the year. The projected numbers for fatalities, PHRTAs (potentially higher-risk train accidents) and collisions are showing similar to the previous years. Derailments, SPADs and train strikes at level crossing are showing a potential decrease.



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