

Summary of Safety Performance



October 2009

Fatalities

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

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 3 October, a Bishop Auckland service collided with the rear of an Edinburgh Waverley service at platform four at Darlington (London North Eastern). The incident happened after the train passed T895 signal at red by 109 yards. The driver said that he braked normally from the preceding signal, but the train did not stop as expected. Four passengers were taken to hospital; one staff member also sustained a minor injury and one suffered shock. The incident is subject to a Formal Investigation.

On 6 October, an Immingham–Santon freight train struck the down side gate at Worlaby user-worked crossing with telephone (London North Eastern). It appears that gate had been damaged, forcing it to foul the running line. The train was travelling at 55mph at the time of the incident. There were no reported injuries; the locomotive sustained minor damage.

On 11 October, a passenger train running into platform one at Windsor and Eton Riverside station (South East) derailed near the buffer stops. The driver reported that the leading wheels on the front coach were not fully on the rail. There were no reported injuries. Initial investigation showed that the track had spread.

On 30 October, a passenger train struck a gate at Common Lane user-worked crossing (London North Eastern). The incident happened after the down side post had been damaged by a road vehicle. This allowed the gate to swing foul of the line. There was slight damage to the steps of the front unit.

Other train accidents

On 1 October, the driver of a Havant-Waterloo service reported that there was a smoke coming from one of the units standing at platform five at Guildford (South East). The train and the platform were evacuated and the fire brigade attended. The cause was a blown high-speed circuit breaker.

On 1 October, it was reported that a Whitemoor–Hoo Junction freight train had become divided between ninth and tenth vehicles south of Copenhagen Tunnel (London North Eastern). The two portions came to a stand 50 yards apart. On examination, the coupling on the ninth vehicle was found to be broken.

On 14 October, a Mossend–Carlisle freight service became divided at Law Junction (Scotland). The two portions of the train had come to a stand 200 yards apart, the rear portion comprising 19 vehicles. The division occurred due to a coupling being worn out.

Precursors

During October 2009, there were 16 category A signals passed at danger (SPADs). This is 14 fewer than in October 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.) Of the 16 category A SPADs in October, six were risk ranked potentially significant (16+), two of which were ranked as potentially severe (20+).

During October 2009, there were 105 category B, six category C and no category D SPADs, giving a total of 111. There were 136 such SPADs in October 2008.

There were five broken rails in October 2009; there were 16 in October 2008.

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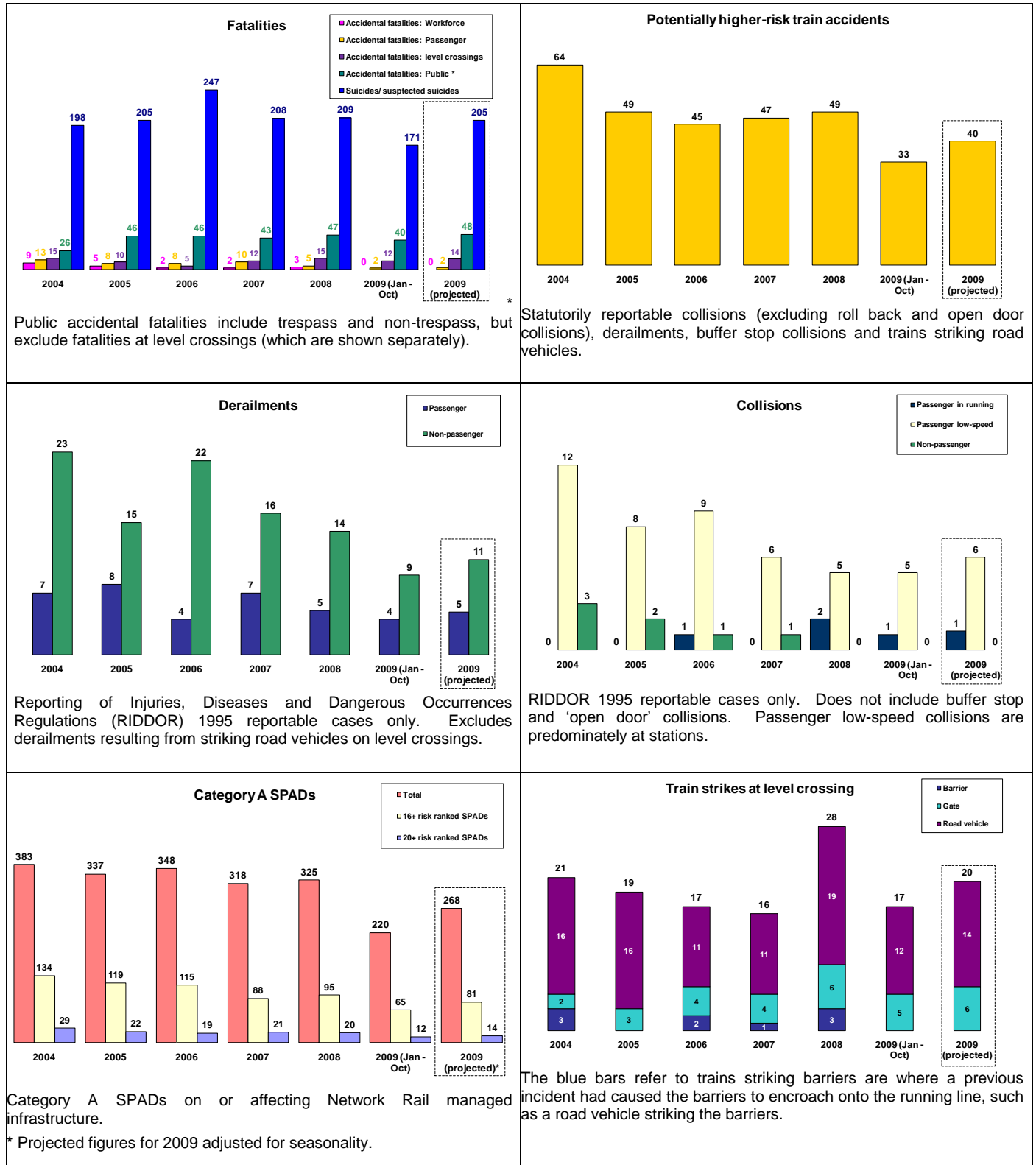
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With ten months of data now available for 2009, the combined number for suicides/suspected suicides and accidental fatalities is indicating a marginal decrease. Additionally, train strikes at level crossings, SPADs, PHRTAs (potentially higher-risk train accidents), non-passenger train derailments and passenger train in running collisions are showing a possible reduction. On the other hand, passenger low-speed train collisions are suggesting a slight increase.



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