

## 21B

## SELECTIVE MONITORING OF ROYAL MAIL SERVICES (c)

1V44	BOOKED		MINS (EARLY/LATE)		COMMENTS.
	ARR	DEP	ARR	DEP	
STOPS					
Willesden	----	2320	----	RT	
Reading	0011	0023	RT	1L	Engineering 583918
Bristol Pkwy	0132	0142	3E	1L	
Newport	0215	0225	1L	1L	
Cardiff	0245	0252	1E	2L	Royal Mail 584091
Swansea	0340	----	3E	----	

## 22

## SIGNIFICANT POSSESSION PROBLEMS

(SR) At 0350 (Thu) BBRIS reported that SR WON 51, Item 42, T3 possession Up & Down Main lines, Dunbridge – Wilton Jcn, 0015 Thu – 0415 Thu) was likely to overrun owing to 6Z92, WA, 0355 Dunbridge – Eastleigh Yard, standing whilst an AMEC worksite was cleared before it could depart the possession. The possession was given up at 0441 (Thu).  
TRUST 580019 IRFW = 18 trains = 762 mins.

## 23A

## TRACTION FAILURES (PASSENGER)

(ER) At 1910 the driver of 1P54, HS, 1842 Liverpool Street – Norwich, reported that whilst the train was at Chelmsford a communications cord was operated. The cord had been reset but the brakes would not release. At 1932 the train was declared a failure, the passengers detrained and the train moved to the Down Loop.  
TRUST 583051 THSJ = 1 pt = 36 trains = 544 mins.

## 23B

## TRACTION FAILURES (NON-PASSENGER)

(ScZ) 0710 the driver of 5E12, HB, 05+30 Craigentenny – Aberdeen, HST formed by EC21 set with power cars 43119 & 43117, reported that the train had stopped out of course at Balmossie with loss of air pressure. He was able to locate and rectify the defects and 5E12 went forward at 0730, 50 mins late.  
TRUST 580686 MHBE = 2 part = 35 trains = 502 mins.

## 24

## GROUP STANDARDS GE/RT8250 &amp; GO/RT3350

None reported.

## 25

## MISCELLANEOUS

(MZ) At 0914 the driver of 3G44, HX, 08+21 Moorgate – Bedford, discovered on arrival at Bedford C.S. that two collector shoes were missing from both units, 319455 & 319434. Further investigation revealed that a collector shoe beam had become displaced, broken through a coach body side window, coming to rest embedded in a seat inside the vehicle. Shortly afterwards a Serco employee reported from Ampthill Relay Room that as 3G44 passed a collector shoe had come flying off, striking the relay room. 2W02, HX, 0701 Brighton – Bedford, then came to a stand on the Down Slow line at Ampthill with the driver reporting collector shoe damage and a shattered shoe beam. He secured the damaged equipment and the train went forward at 1003. Line examination was completed and the Down Slow line reopened at 1020. Investigation revealed that CWR, changed during engineers possession Harpenden – Bedford (Mids WON 51, item 155, Down & Up Fast line blocked 2300 Wed – 0600 Thurs), had been left foul of collector shoes. Both Fast lines were blocked from 1101 until 1116 whilst the CWR concerned was moved clear, with trains running at caution until 1136. The worksite at Sundon was also examined, nothing found amiss and NWR at 1340.  
TRUST 581199 IRS3 = 11 cape = 2 part = 144 trains = 1513 mins.

## RAIL INDUSTRY PERIOD 13

### Trains Striking Obstructions

Four reportable events in the Period. One involved an unknown object strike discovered at Blackfriars, another was a failure to lower the pantograph at Farringdon and a third was a windscreen cracked at Elstree on passing train 6B05 (Kentish Town to Toton).

However the fourth event was high potential and represents yet another basic failure by Network Rail's infrastructure contractors. It occurred on Thursday 20 March shortly after 09 00 in the vicinity of Ampt Hill Tunnels.

That night, continuous welded rail had been changed during an engineering possession of the Fast lines. It was left foul of gauge to class 319 collector shoes and two trains on the Down Fast line duly struck it. Considerable shoegear damage was caused, but particularly two collector shoes ricocheted to spectacular effect. One struck Ampt Hill Relay Room with a Serco employee in the vicinity while the other rebounded through a carriage window and became embedded in a passenger seat. By luck this train was empty coaching stock and thus no passenger was put at risk.

### Infrastructure Failures

We now have a fresh source of activity. CTRL. On consecutive Fridays, 14 and 21 March, CTRL contractors caused closure of Kings Cross Tunnel. On the first occasion their efforts penetrated the tunnel lining and caused debris to fall on the running lines, requiring the suspension of services for three hours. On the second a ventilation shaft was damaged. The first case is recorded as non-reportable (!!!) on SMIS while the second is not recorded on SMIS at all, despite causing 1362 minutes of delay.

The monitoring work needed to try to control the import of risk from our infrastructure controller, whilst a productive use of management time as it is vital to protect the business and particularly its people, is work that we would not have to do if the infrastructure supply chain was managed properly. It adds yet another safety priority to the many such that compete for management attention.

## RAIL INDUSTRY PERIOD 1 of 2003/04

### Trains Striking Obstructions

Four reportable events in the Period, all windscreen breaks. One was due to stonethrowers (Stoats Nest Jn) while the other three two were ascribed to high ballast (Chiltern Green and Mill Hill) following possessions and the fourth case the obligatory stone train "strike".

### Infrastructure Failures

Thankfully no serious events this Period although high ballast incidents continue.

Mark Etheridge  
Safety Systems Manager  
20.5.03