



trusted to deliver™

# ALERT CODE AMBER

## Deliberate safety and security incidents

Derived from Network Rail: NRX19-03

### Overview

Two incidents took place on 08/05/2019 that are being treated as malicious with intent to cause disruption and harm to railway safety.



At 06:29, a train struck an abandoned vehicle on the Morris Cowley Branch Line near Kennington Jn, Oxford. Fortunately the crew were uninjured and the train was not damaged. The abandoned vehicle was removed and possession of the line returned at 15:55 with the train able to continue.



At 16:17 the driver of another train on the same line reports striking a 6 metre (20ft) length of rail deliberately placed across the line near the location where the vehicle had been abandoned. The rail was pushed aside,

with no harm to the crew and no damage to the locomotive, which was able to proceed. The rail was deliberately levered onto the line shortly after the train that struck the abandoned vehicle had moved off. British Transport Police (BTP) are investigating but it is yet known if the incidents are linked.

### Malicious obstructions

Fortunately on this occasion no one was harmed. However, the obstructions were intended to disrupt rail operations and these incidents may have had very different outcomes. Placing objects on the line has clear safety consequences for rail passengers, train crews, our colleagues attending such incidents and to the individuals committing the criminal and malicious act.

### Key Messages

We are all responsible for maintaining the safety and security of the railway. Access points, equipment and materials must be properly secured during works with lineside scrap and unused materials removed on completion. Guidance can be found in Network Rail Task Risk Control sheet NR/L3/MTC/RCS0216/GA25.

You should also refer to the Babcock SQE Procedure SQM/W/306, "Security of Plant, Equipment and Materials" and specifically the requirements of Clause 7 for the management of rails and sleepers.

Malicious obstructions, unusual objects or obvious signs of trespass (damaged fences well-trodden paths, criminal damage etc.) must be reported. Colleagues should be alert and look for unusual activity or behaviour.



trusted to deliver™

# ALERT CODE AMBER

## Colleagues working on the infrastructure should:

- Challenge anyone on or around the railway who you believe should not be there and report such incidents to BTP and route control.
- If you believe you may be in danger maintain a safe distance or leave the area and call the Police.
- Look out for obvious signs of trespass and unauthorised access.

## Finding obstructions:

- If you see any object on the track that that should not be there and has the potential to cause a safety incident follow normal safety protocol to stop trains safely and have the object removed.
- If you see any object near the track that could be used maliciously against trains and it cannot be removed immediately report it to route control or via the close call system if its not an emergency.

## During Engineering work:

- Access points, equipment and materials must be properly secured during and after work.
- Lineside scrap and unused materials must be secured or removed on completion.

## Old PWSI 10 Rules for Safety of Lineside Materials and Plant:

- 3.1 Wooden sleepers – must be removed or stacked and banded in 6's away from the line or secured to a ground anchor.
- 3.2 Concrete sleepers must be removed or stacked and banded in 2's away from the line or secured to a ground anchor.
- 3.3 Rails less than 6 metres long must not be left lineside.

- 3.4 Troughing and lids must be removed or neatly stacked and banded in quantities weighing more than 800 kg.
- 3.5 Trolleys must be stored in a safe place or secured to a large fixed object.
- 3.6 Baseplates and chairs must be removed or stored in a safe place (eg a lockable steel cabinet).
- 3.7 Cable drums must not be left lineside.
- 3.8 Small tools must be stored in a safe place (e.g. a lockable steel cabinet).
- 3.9 Large equipment such as iron horses, stressing equipment, generators etc must be secured to a ground anchor or other fixed objects.
- 3.10 Skips must be positioned well away from access points, in well-lit places with constant surveillance, or shall have secure, locked lids.
- 3.11 All scrap and surplus materials shall be collected and returned to depot. Appropriate special disposal arrangements are required for hazardous waste (such as batteries).

## Find out more

For further information, speak to your line manager or local SHEQS representative