

Learning from Potters Bar

Greg Morse

Operational Feedback Lead, RSSB

Special Notices

Platform numbers will
be displayed as soon
as confirmed.

Please wait on the
main concourse until
platforms are
displayed. Thank you.
15/11/24

RHSS Editor and

GREG MORSE

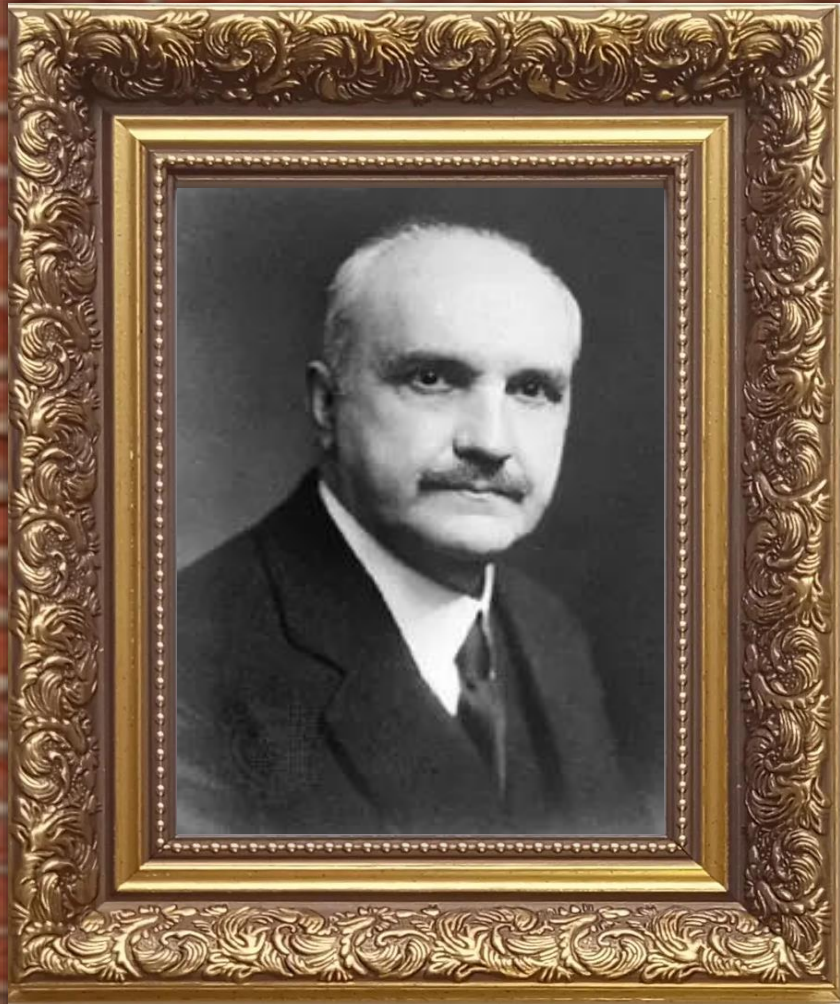
Operational Feedback Lead

TO THE
SLIDES



WHAT'S THE
POINT IN
THE PAs





George Santayana
(1863-1952)

“Those who cannot
remember the past are
condemned to repeat it.”

Generation Beta

Generation Alpha

Generation Z

Millennials (Generation Y)

Generation X

Baby Boomers

1940

1950

1960

1970

1980

1990

2000

2010

2020

2040

Southall
19th Sept 1997

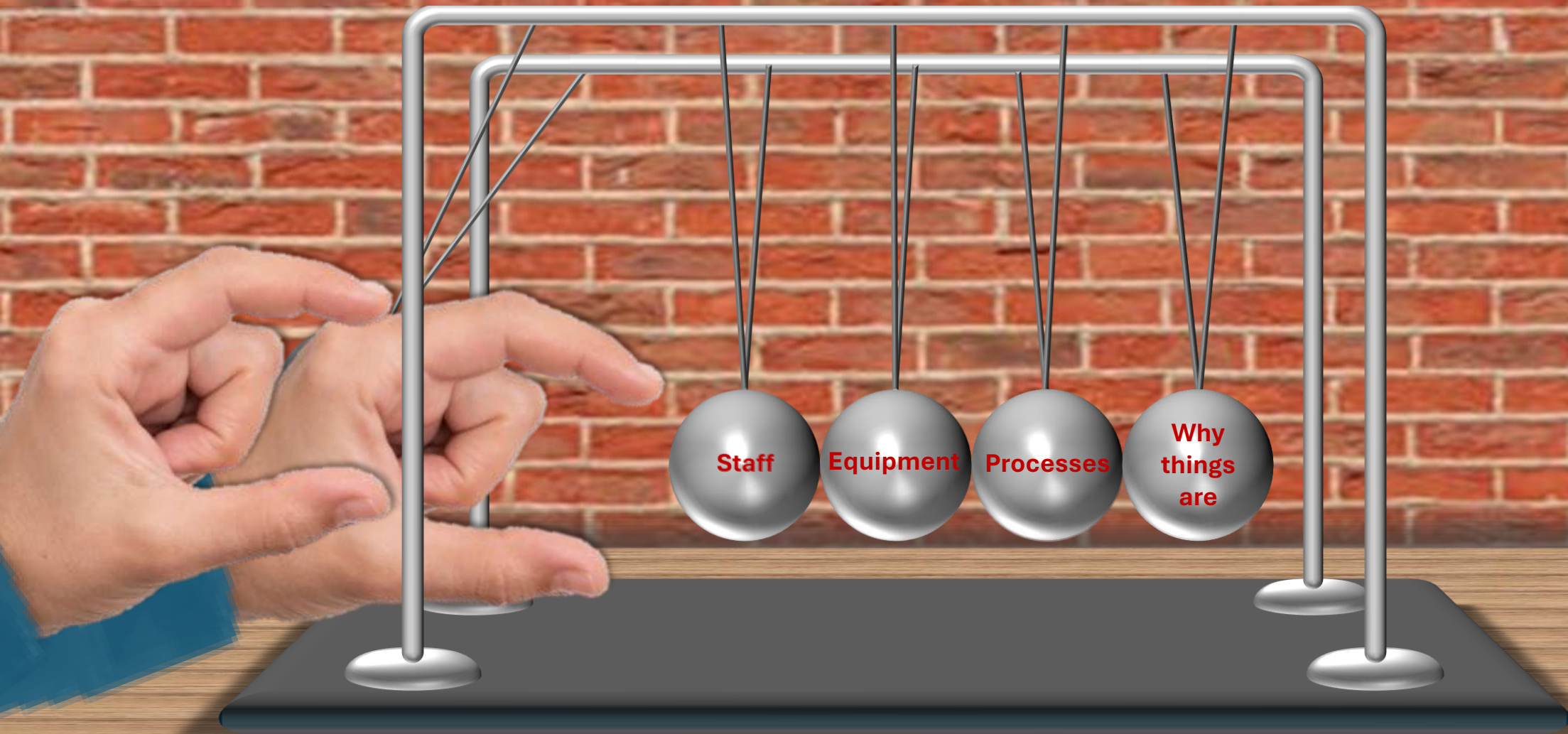
Ladbroke
Grove
5th Nov 1999

Hatfield
17th Oct 2000

Potters
15th Mar



Newton's Corporate Memory Cradle



Safety Noticeboard

COMPETENCE

CURRENT STATUS

COMPLIANCE

NEW IDEA



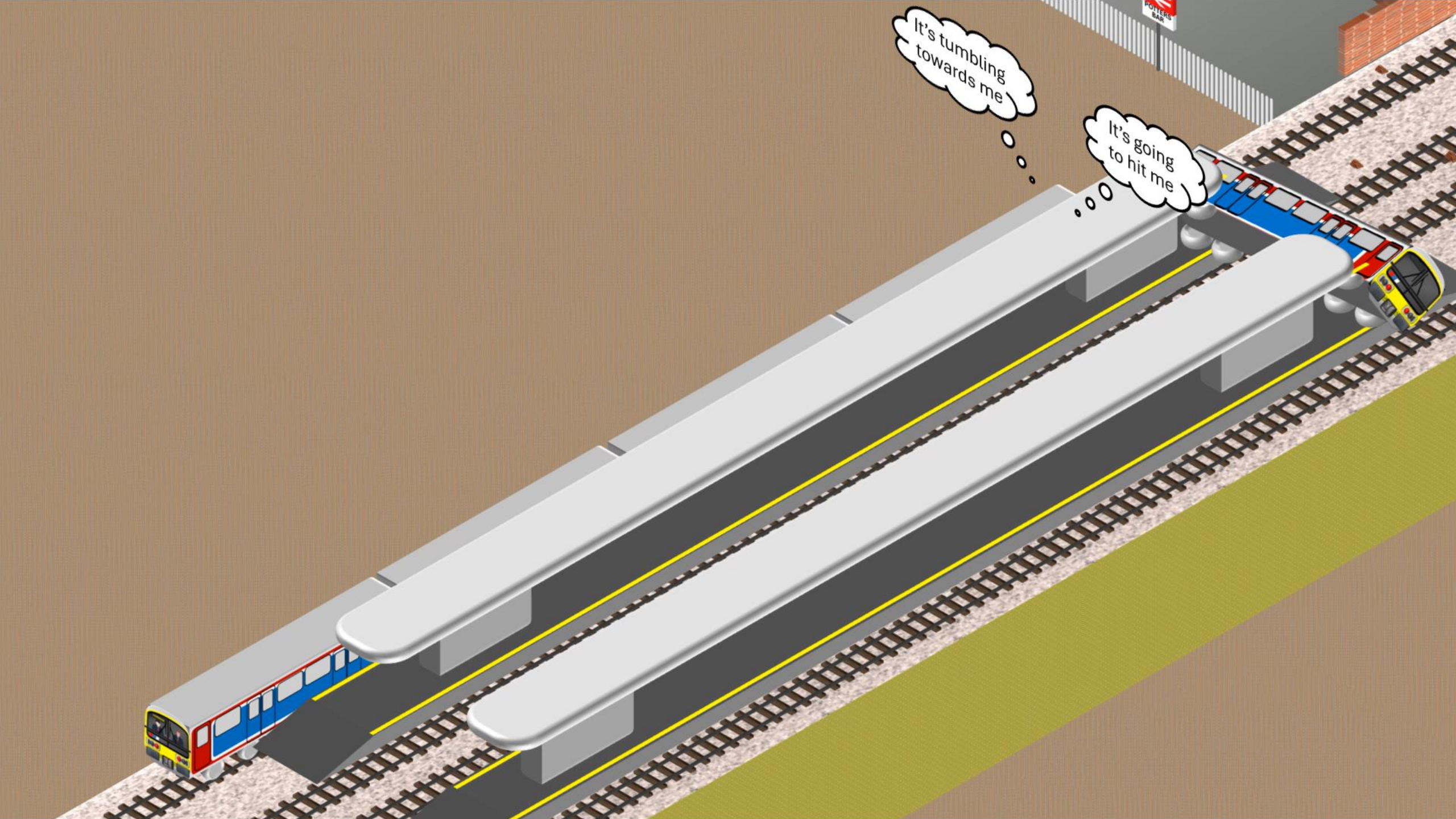
Why
things
are

Agnes Quinlivan



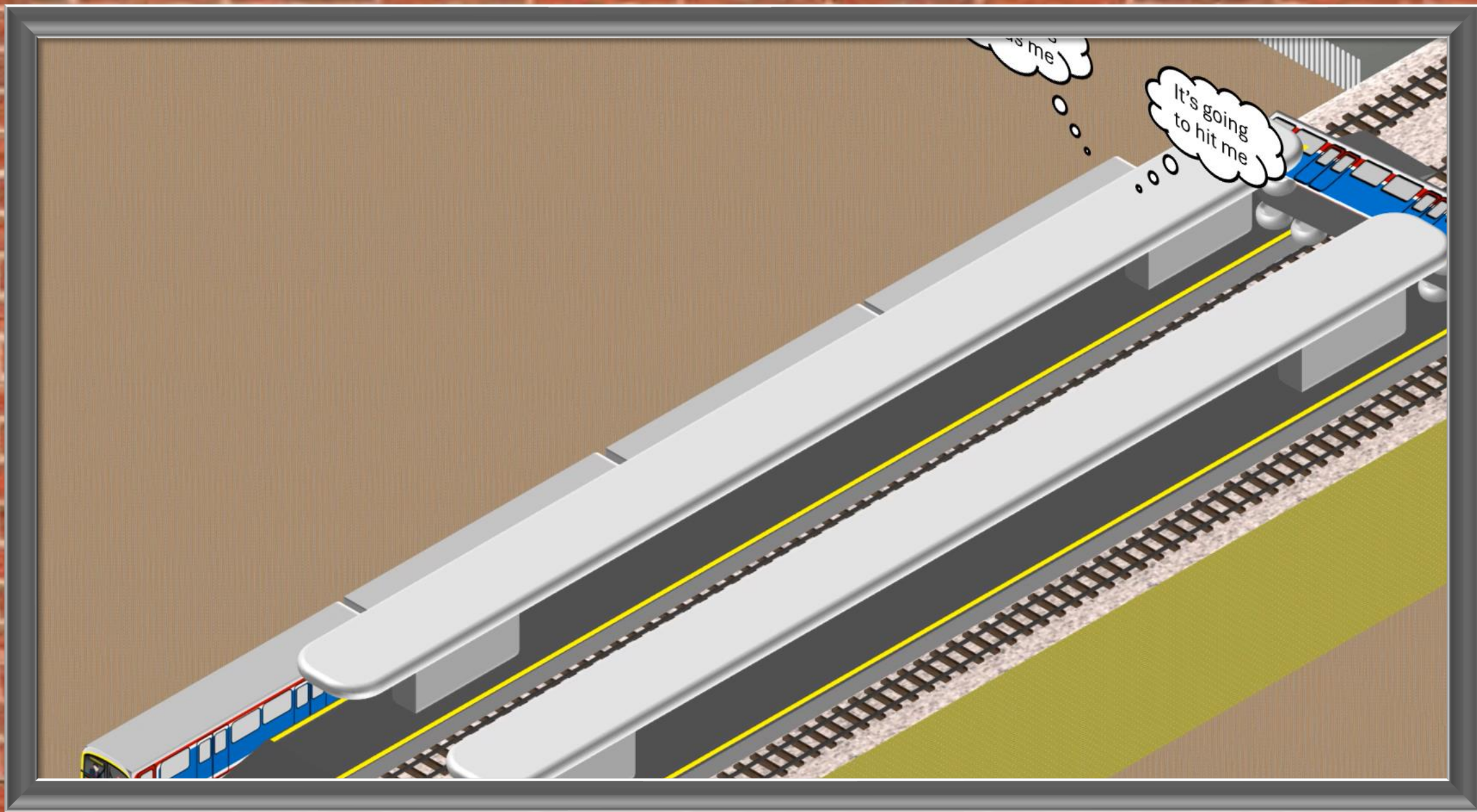
**Church of Our Lady of
the Assumption**

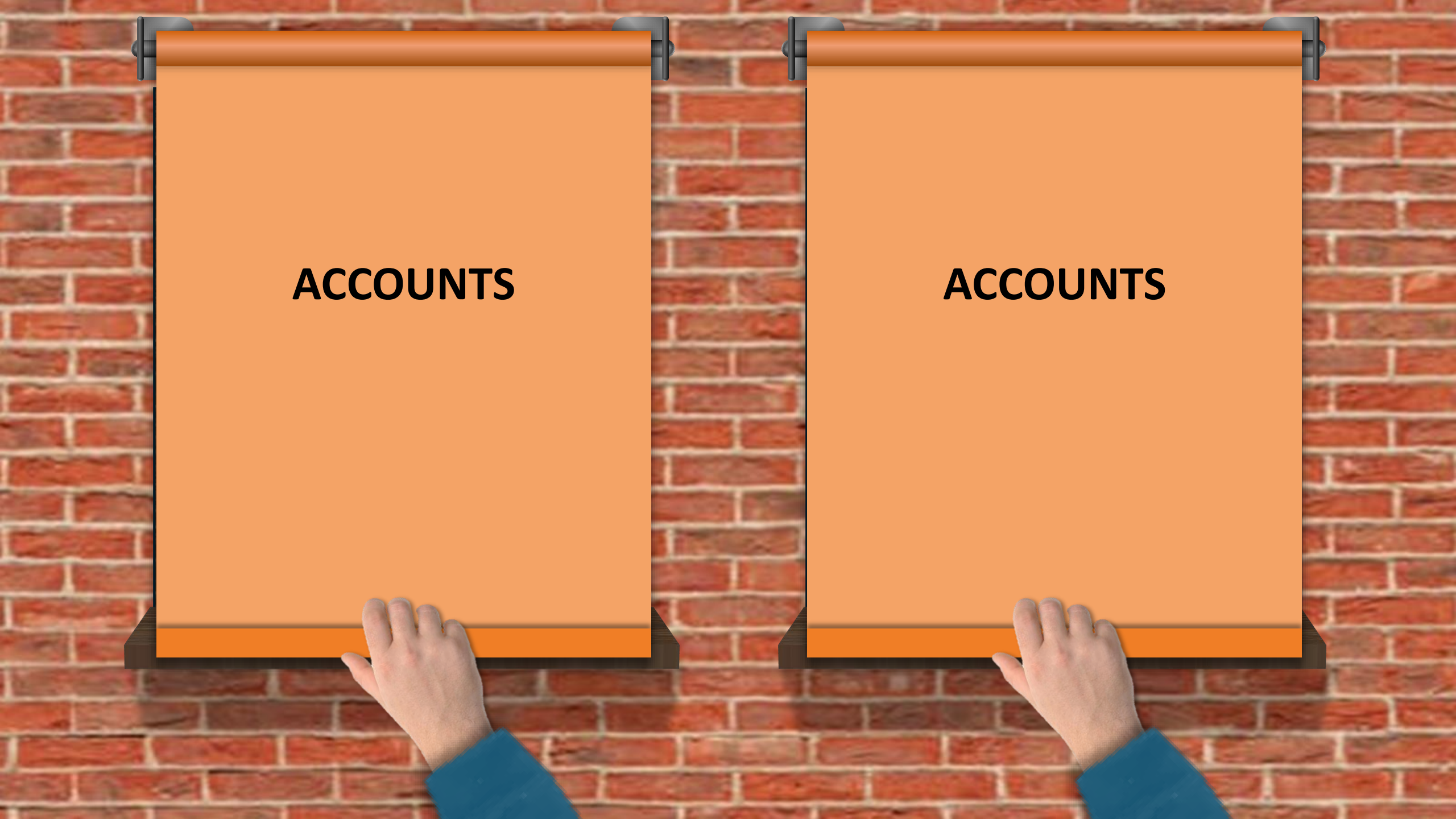
**Grandmother of eight
Born in Ireland
Worked for the Red
Cross and as a District
Nurse
Keen church goer**



It's tumbling
towards me

It's going
to hit me





The image shows two identical blank orange account books standing side-by-side against a red brick wall. Each book is held open by a hand at the bottom. The books have a thick orange cover and a lighter orange page. The word 'ACCOUNTS' is printed in bold black letters in the center of each page. The hands are wearing blue sleeves.

ACCOUNTS

ACCOUNTS



RAILTRACK

Press Statement

It 'had been a truly dreadful day for the railway industry'. 'We will not rest until we find the cause of this accident and learn [the lessons from it].'

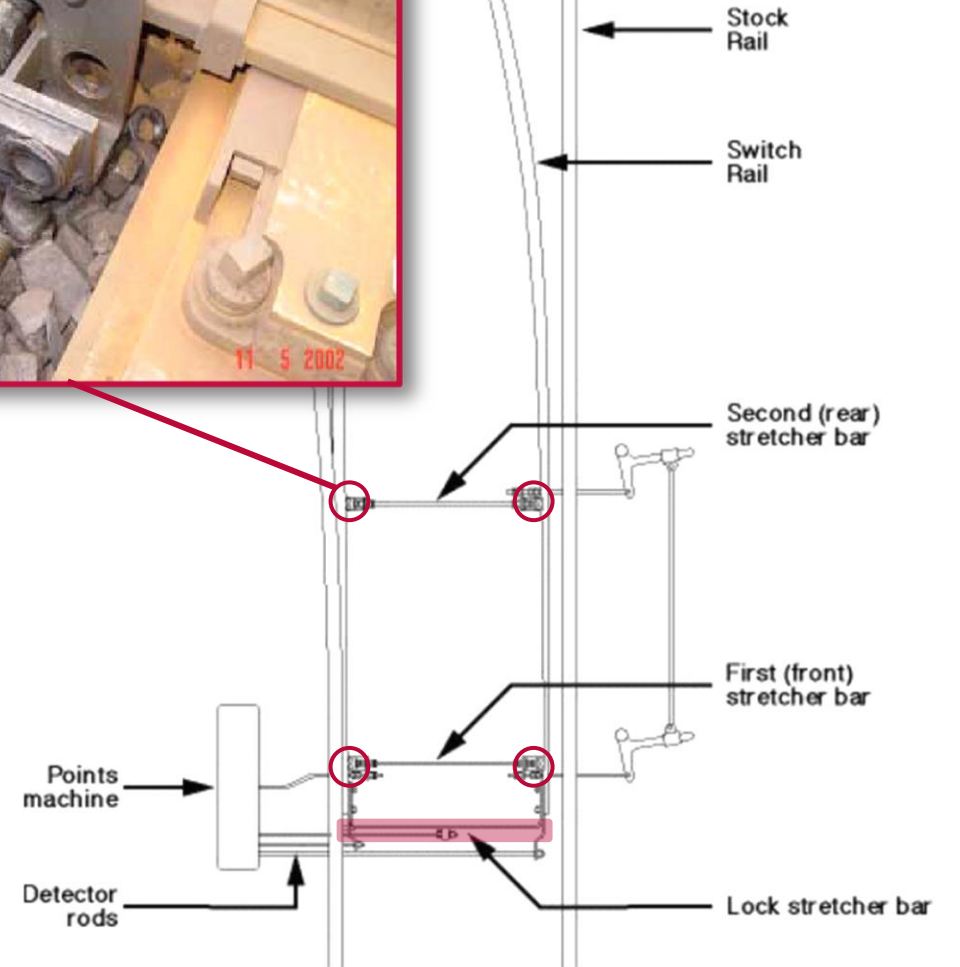
**Pat Smith -
Agnes Quinlivan's Daughter**

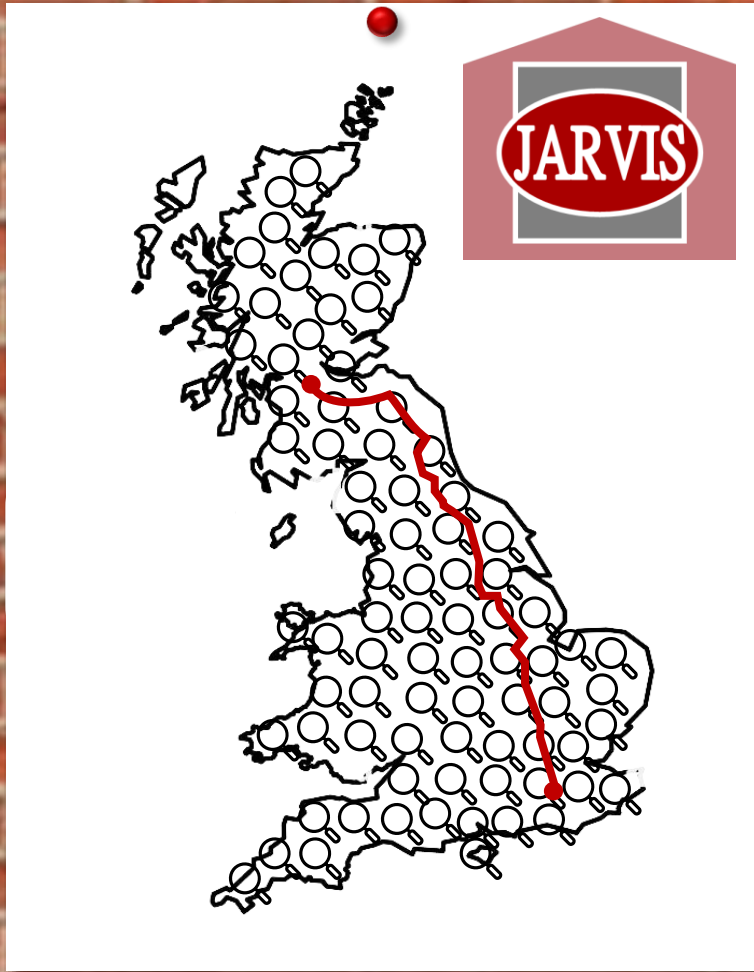
*My mother was a 'sensitive
and caring woman, always
willing to give help and
support to others'. Had she
been unhurt, she surely
would have offered succour
to the wounded*





Interim Report into the
Train derailment at
Potters Bar on
10th May 2002





£1.00 (FR €1.20)
Tuesday 05.07.11
Published
in London and
Manchester
guardian.co.uk

newspaper of the year
the guardian

Jarvis chief executive, Kevin Hyde,
had blamed the accident on ‘three
things done deliberately [...] by an
informed individual’.



COMMON
SCAPEGOAT



TRUSTED RAILWAYMAN

Unseen access to the
line for at least 15
minutes to
undo the bolts

Significant
knowledge for the
right bolts to be
selected

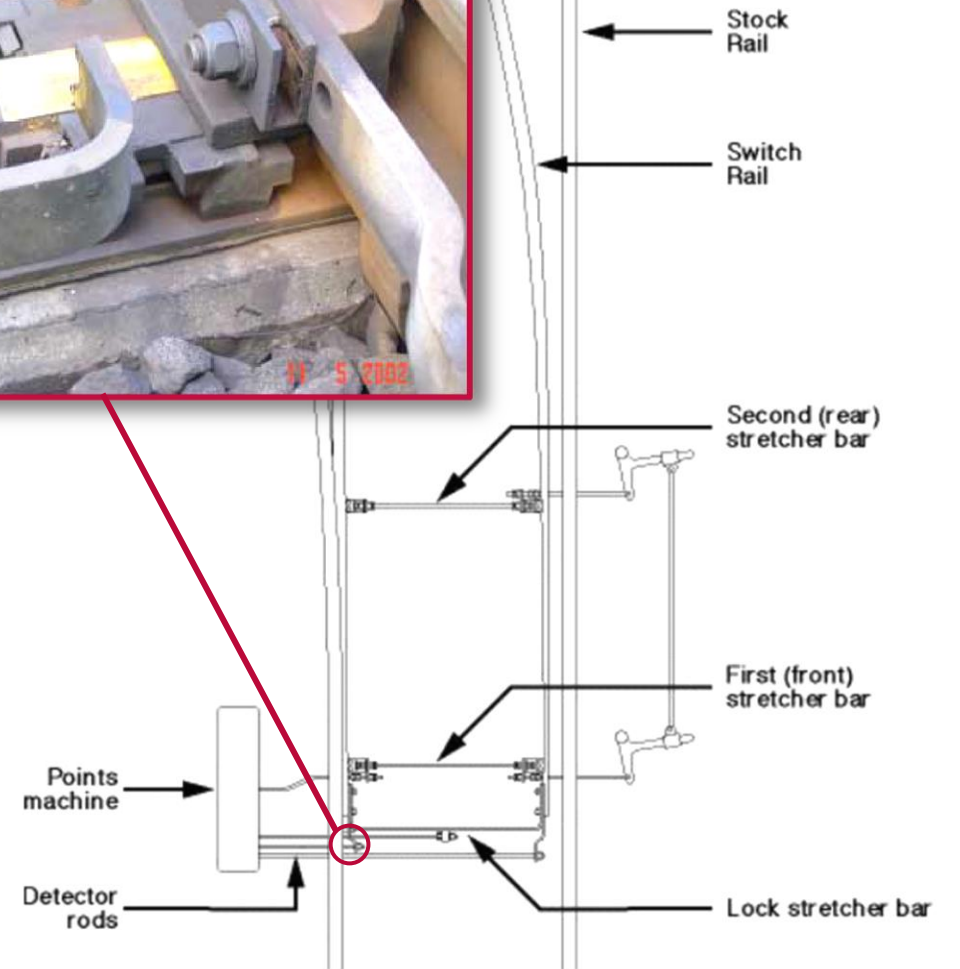
The right spanner
(or adjustable wrench)
to be able to do it

Why choose points
close to a busy, well-lit
station, where you were
likely to be seen?





Interim Report into the
Train derailment at
Potters Bar on
10th May 2002





Checklist
1st May 2002



Potters Bar Down
Fast points inspection



Checklist
9th May 2002



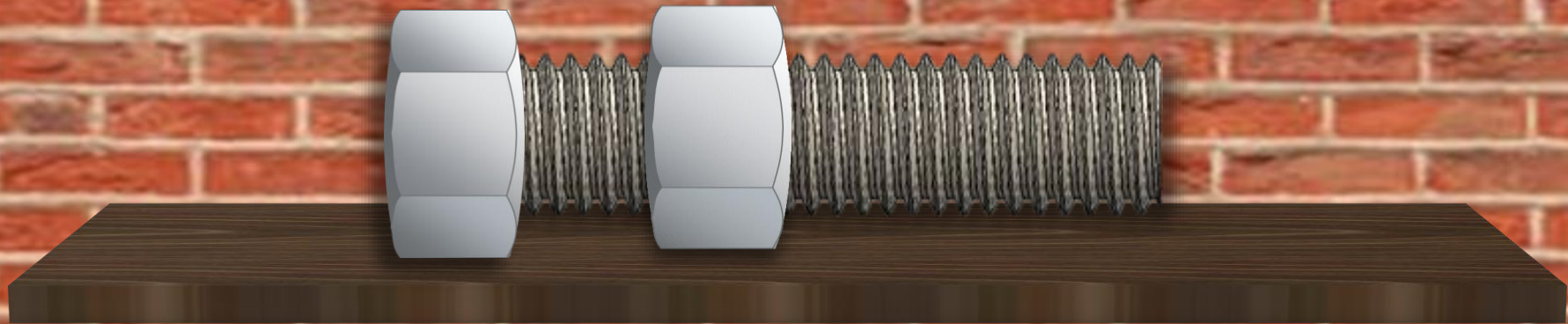
Potters Bar Down
Fast points inspection

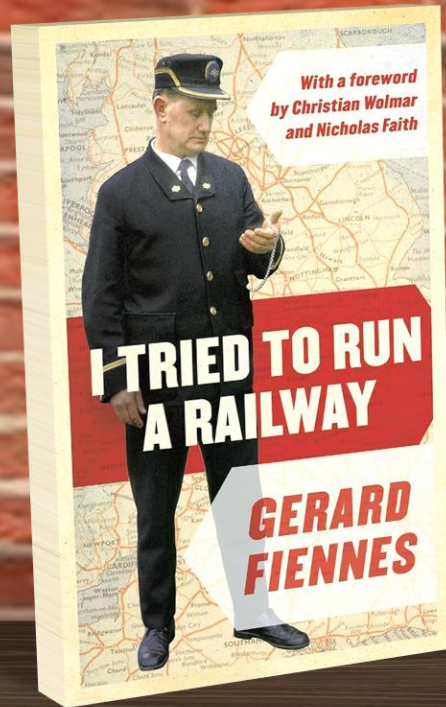


Rough riding
Report

wagn

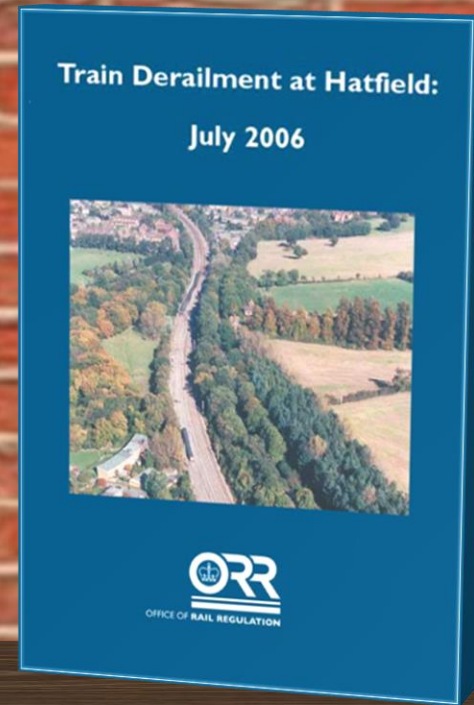
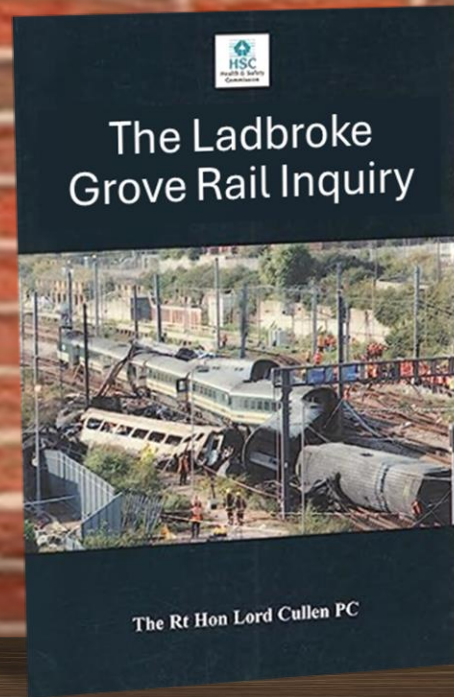
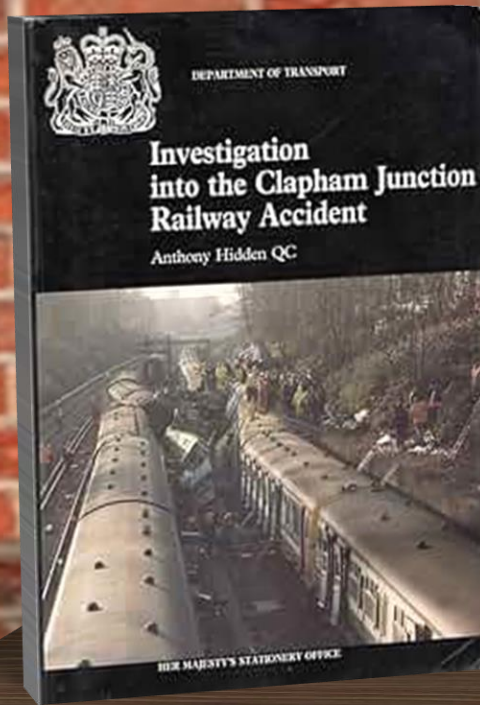
9th May 2002; 17:00
Potters Bar Down Fast points





'when you
reorganise, you
bleed'





POINTS



ROLLING STOCK

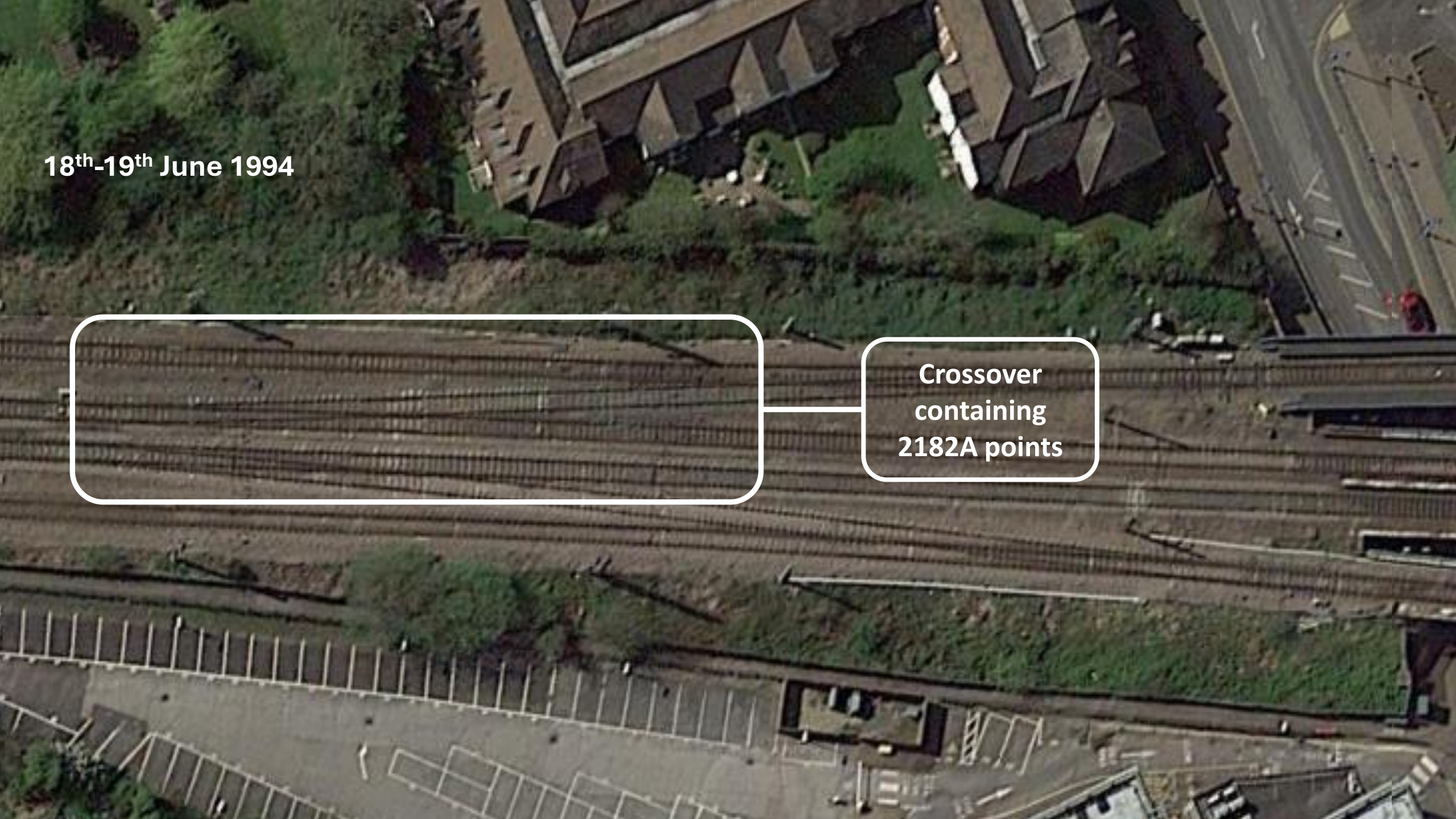


18th-19th June 1994



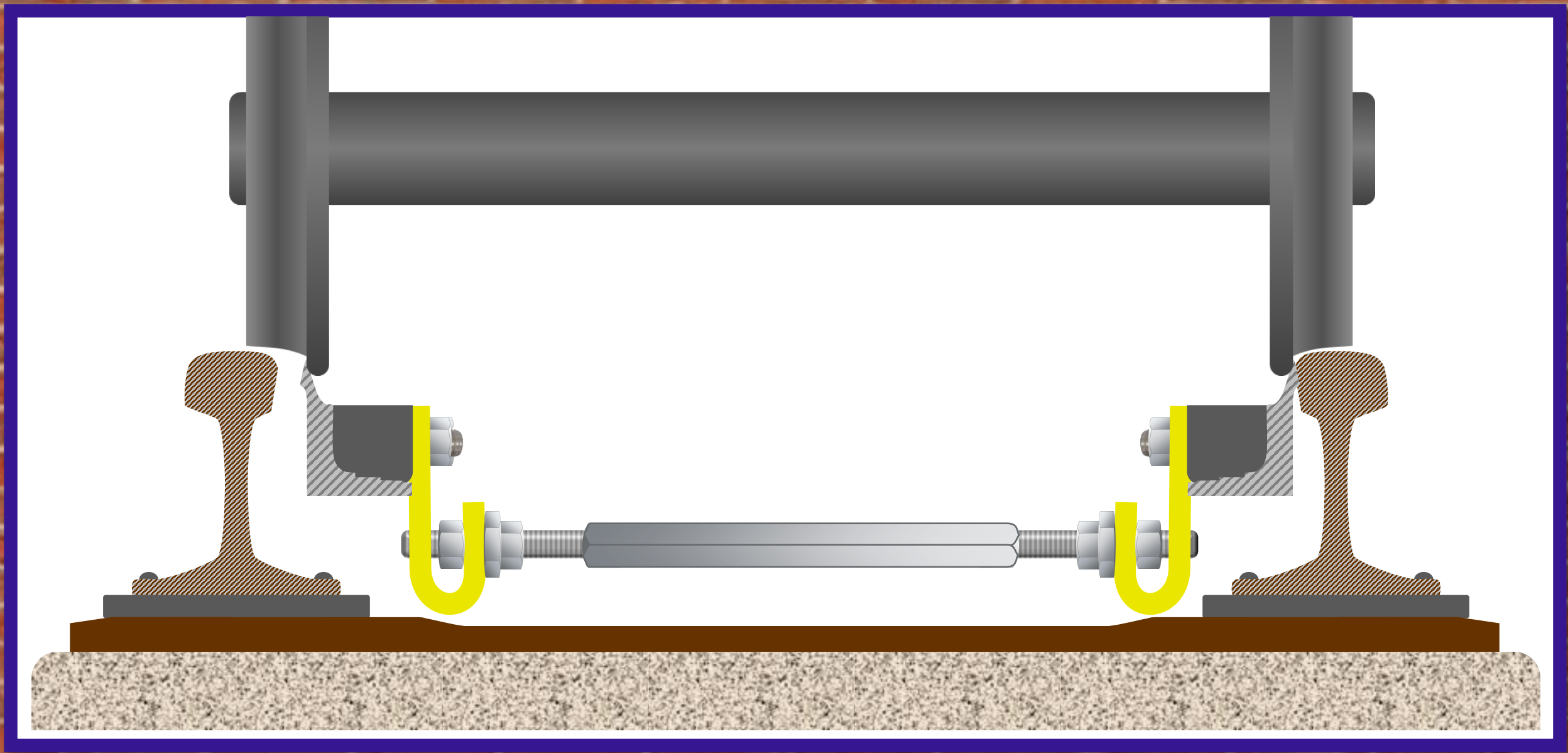
18th-19th June 1994

Crossover
containing
2182A points



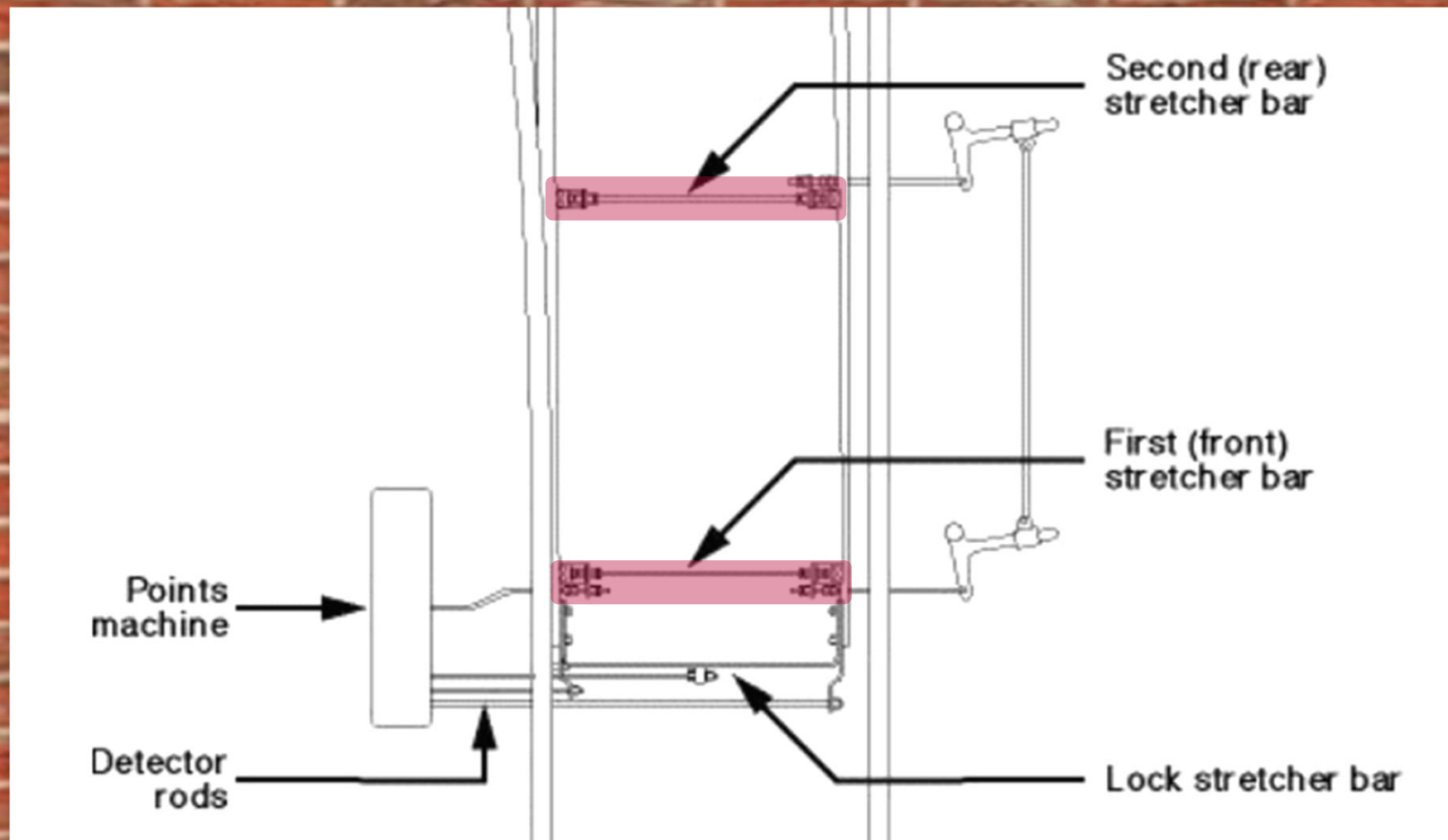
18th-19th June 1994







Interim Report into the
Train derailment at
Potters Bar on
10th May 2002



Points Maintenance Checklist



Blurring roles and responsibilities



No guidance/instructions for setting up/inspecting/maintaining 2182A type points



Deficiencies in ensuring staff competence,



Failure to recognise/report safety related defects



POINTS



ROLLING STOCK







The Ladbroke Grove Rail Inquiry

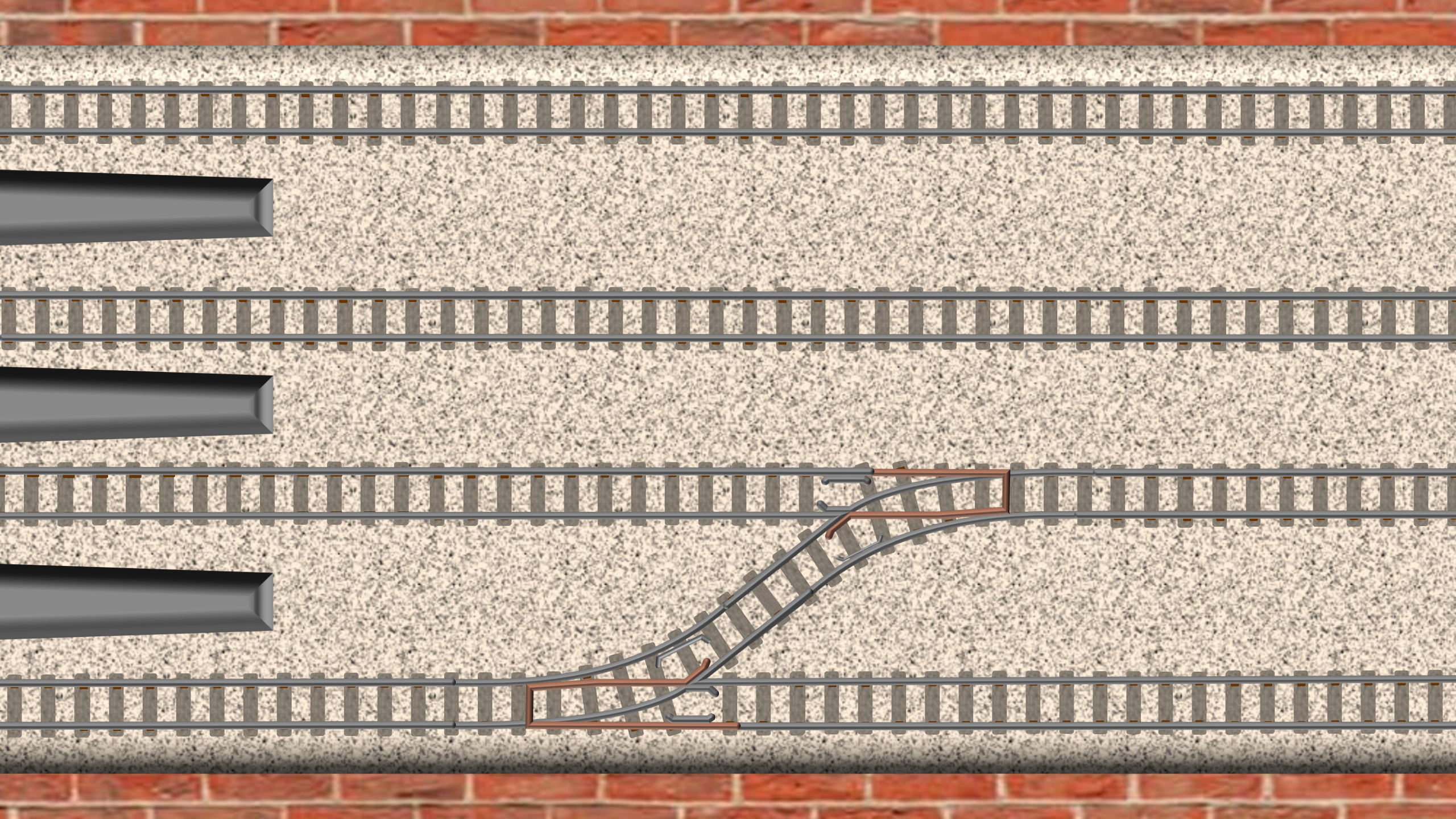
Part I Report



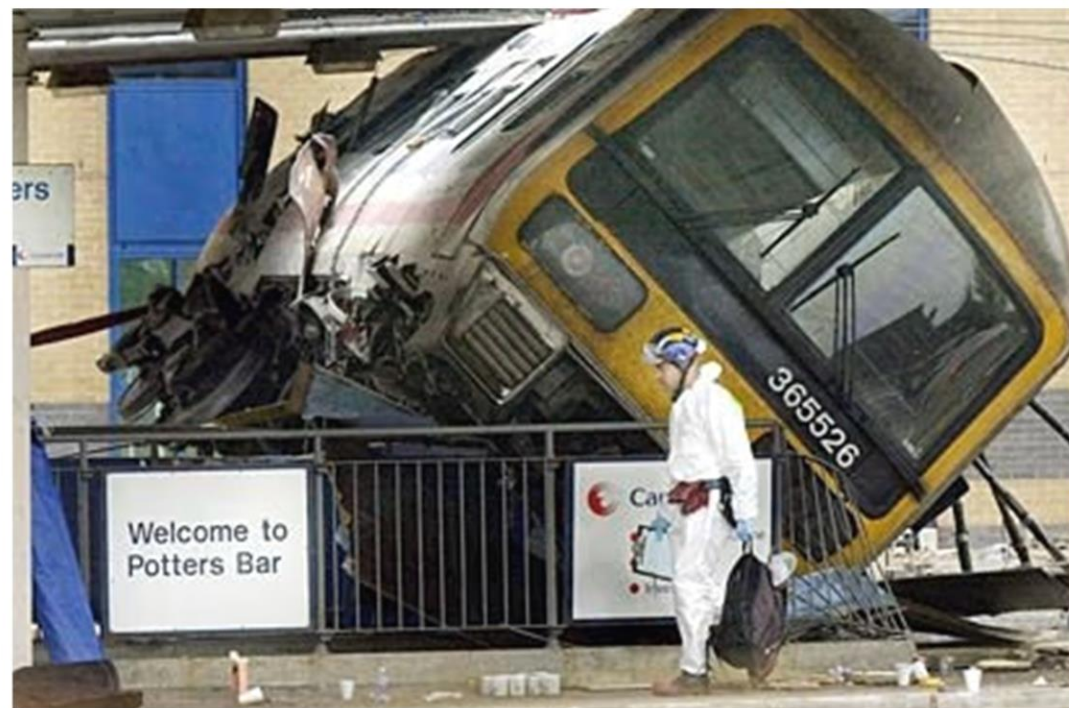
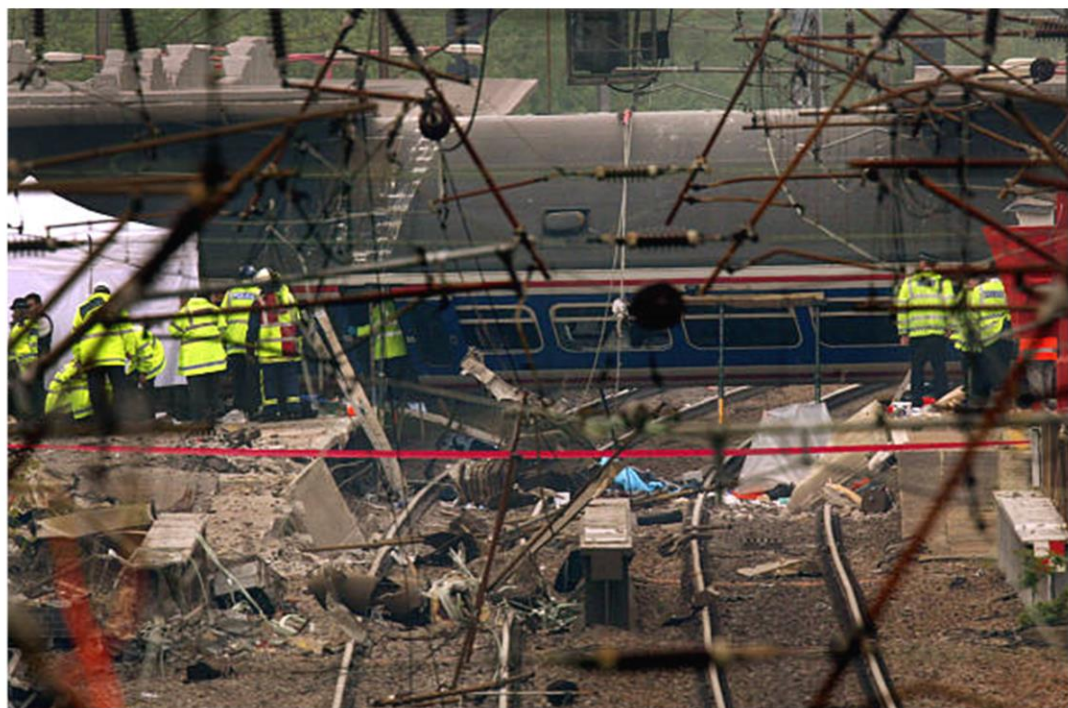
The Rt Hon Lord Cullen PC



Interim Report into the
Train derailment at
Potters Bar on
10th May 2002







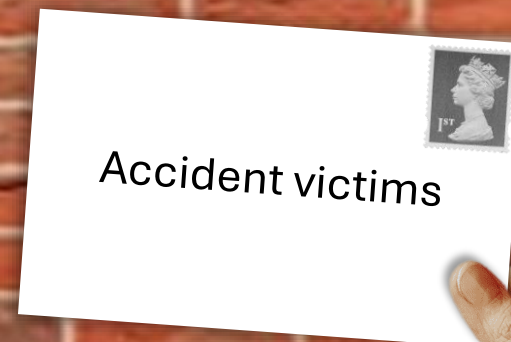
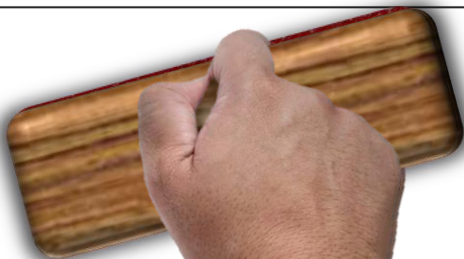






NOVEMBER 2003

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 ₃₀	24	25	26	27	28	29





a clearer
understanding
of the risks
associated with
points

developing
change of
attitude and
attention



a greater
willingness to
look for areas
of genuine
improvement

a commitment
to engage
external
expertise'

Bigger picture



Bigger picture



**Not so
bigger picture**



The Railways
(Safety Case)
Regulations 2000



Safety Case
300+ pages

Safety
Management
System



Railways and Other
Guided Transport
Systems (Safety)
Regulations 2006



Safety
Submission
60 pages

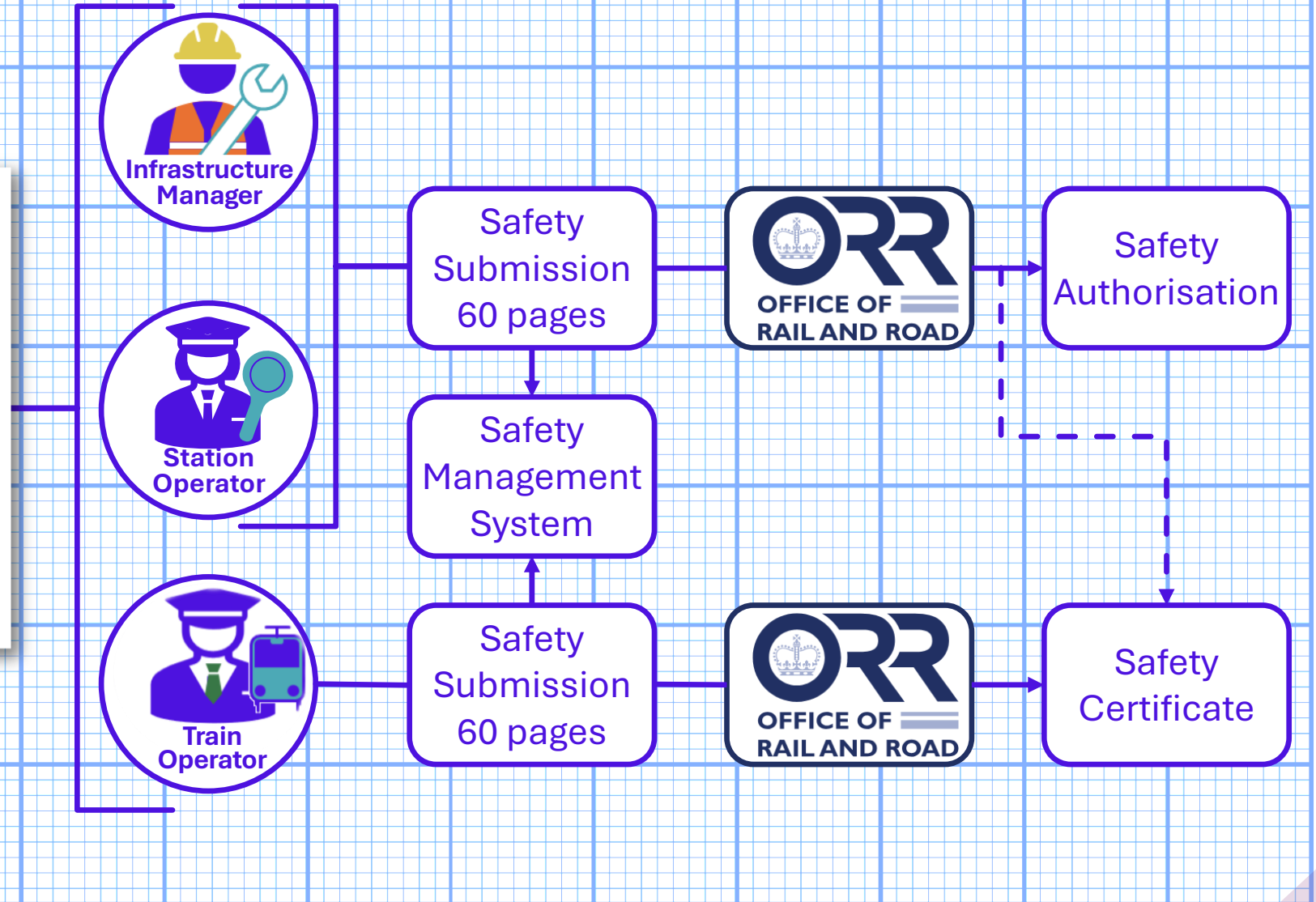
Safety
Management
System

Safety
Submission
60 pages



Safety
Authorisation

Safety
Certificate



2005



set the mechanism we know
today for undertaking
independent investigations
and improving our learning
capabilities



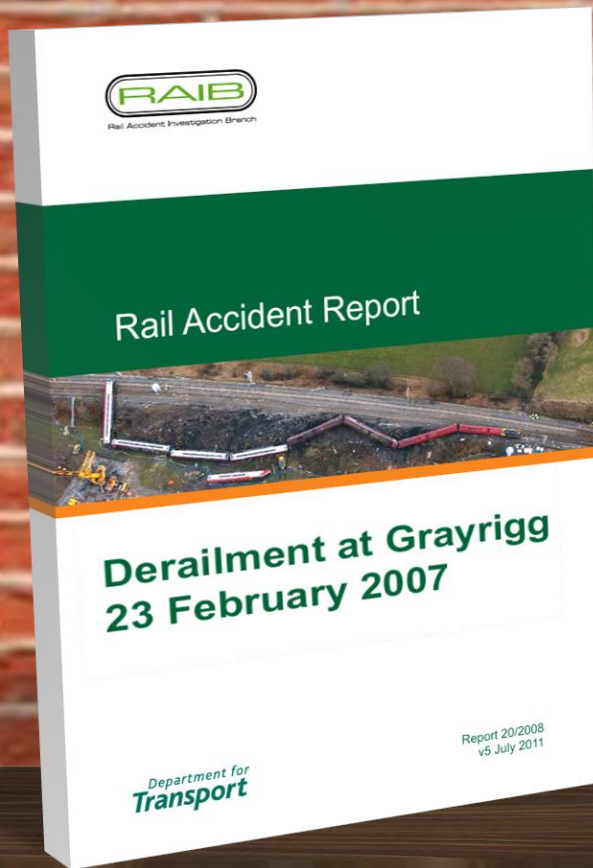


**Standards
Interface
Committee**



**Vehicle/Track System
Interface Committee**





‘the limited application of such a risk-based approach’ was ‘an underlying factor to the accident at Grayrigg’.





The '390' retained its coupling integrity, its anti-roll bar links ensured that most of the bogies remained attached, and its bodyshell helped resist penetration



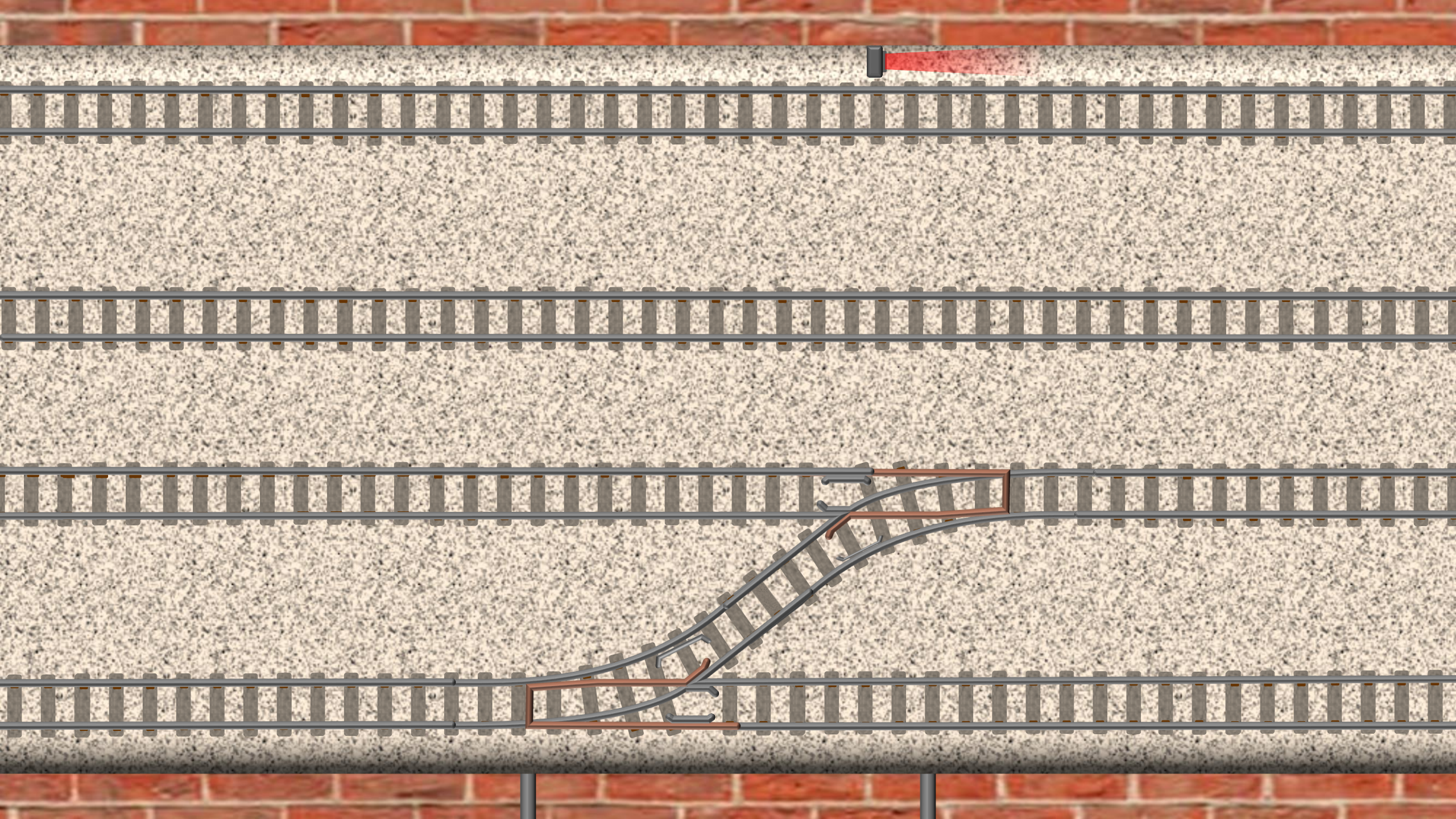
Rail Safety & Standards Board

Research Programme

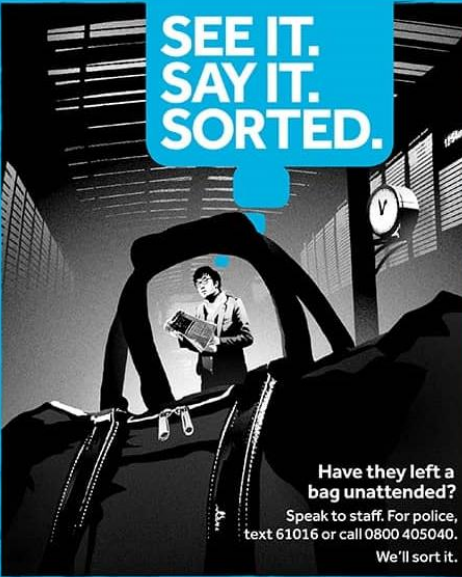
Engineering

Requirements for train windows in passenger rail vehicles
Phase 1 - Review of accident data in respect of
bodyside window performance





**SEE IT.
SAY IT.
SORTED.**



Have they left a bag unattended?
Speak to staff. For police, text 61016 or call 0800 405040. We'll sort it.

Department for Transport Chiltern Railways
Together, we've got it covered

 **BRITISH TRANSPORT POLICE**

In an emergency always call 999

**WE COMBAT COMPLACENCY
WITH CONTINUED VIGILANCE**



**SEE IT.
SAY IT.
SORTED.**



Are they somewhere they shouldn't be?
Speak to staff. For police, text 61016 or call 0800 405040. We'll sort it.

Department for Transport Chiltern Railways
Together, we've got it covered

 **BRITISH TRANSPORT POLICE**

In an emergency always call 999

RAILTRACK

Charge them
with
Manslaughter

Booo
Railtrack

Prosecute
them

Down with
Jarvis

Gross
Negligence

Booo
Railtrack

Why no
prosecutions?

We want
Justice

Sorry, there is
no real chance of
conviction





The Court
returns a verdict of
accidental death

The points
had been unsafe and
had not been maintained
properly





Health and Safety
at Work Act Etc
1974

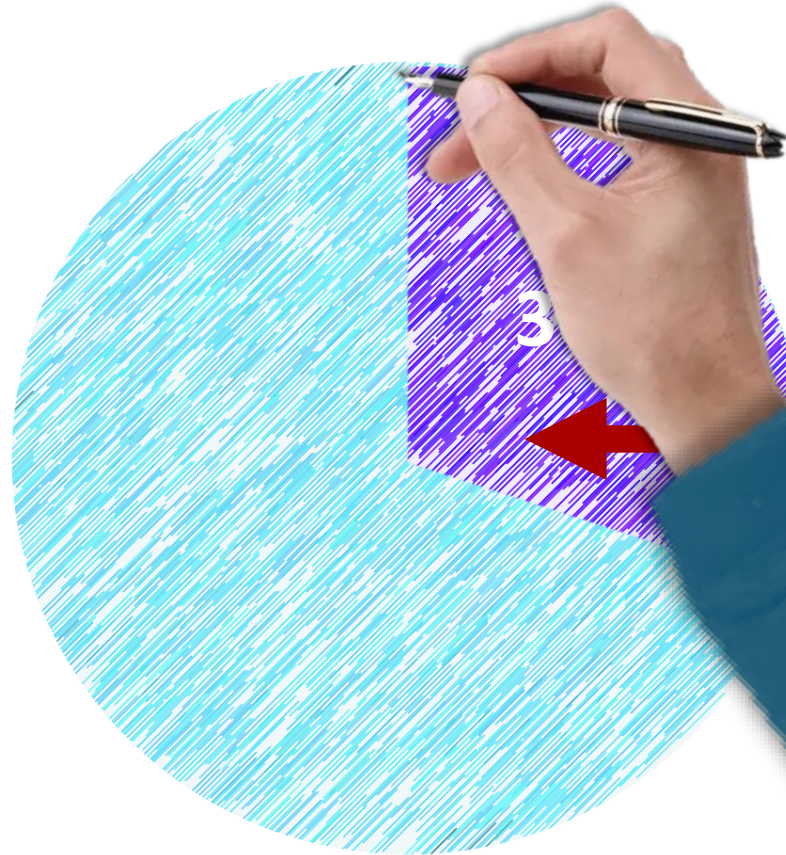




The Court
fines you £3 million,
with £150,000
costs



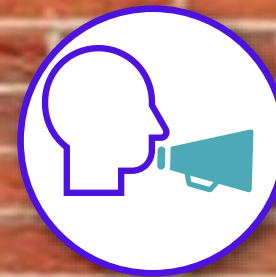
Risk from track asset integrity





**RAIL
SAFETY AND
STANDARDS
BOARD**

**Cross-industry Asset
Integrity Group**





Report into the Train
derailment at Potters Bar

Member
of staff

SYSTEM SAFETY
AND HEALTH



A Better,
Safer
Railway

Guidance on Managing Safety- Related Contacts from Members of the Public



Rail Accident Investigation Branch

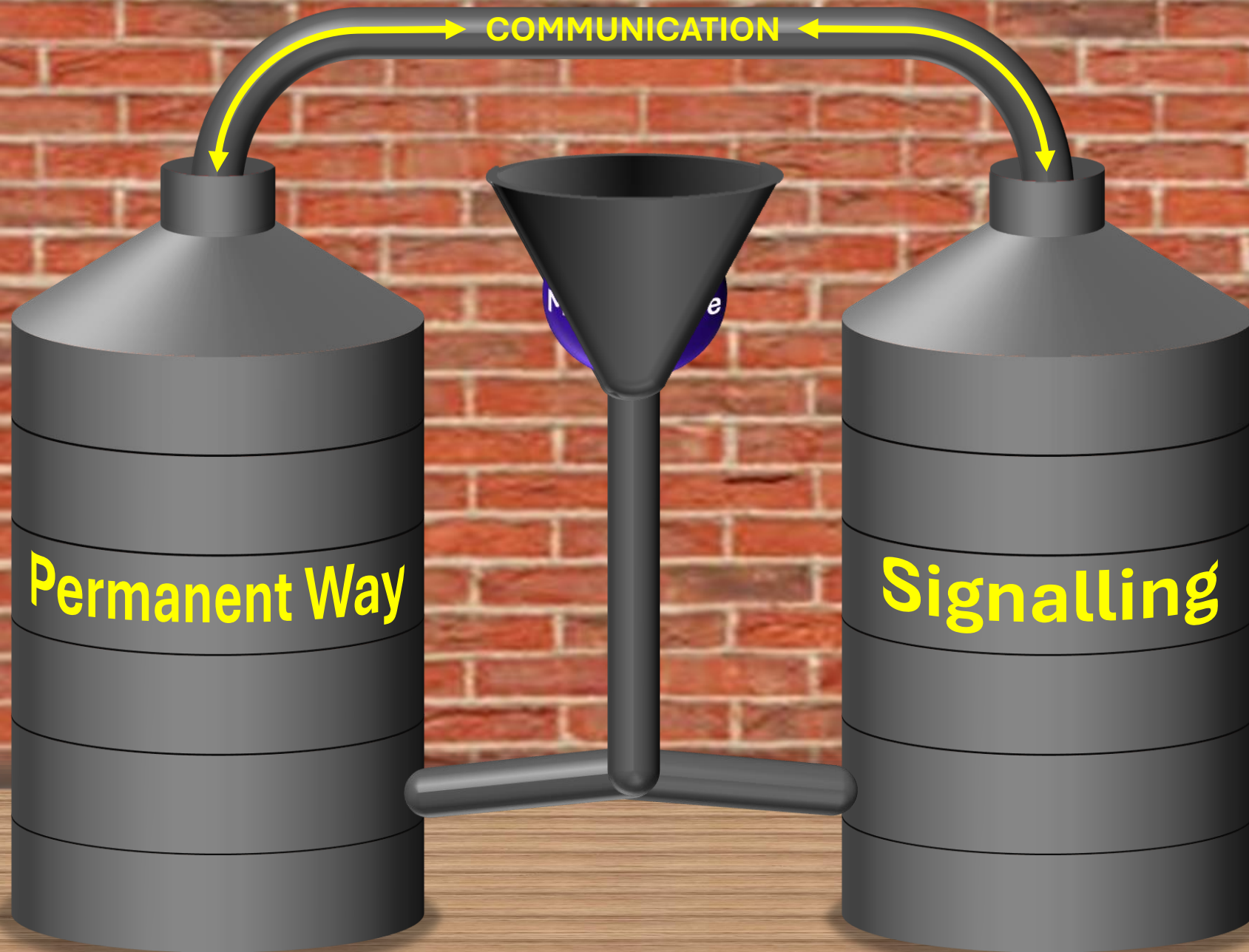
Rail Accident Report

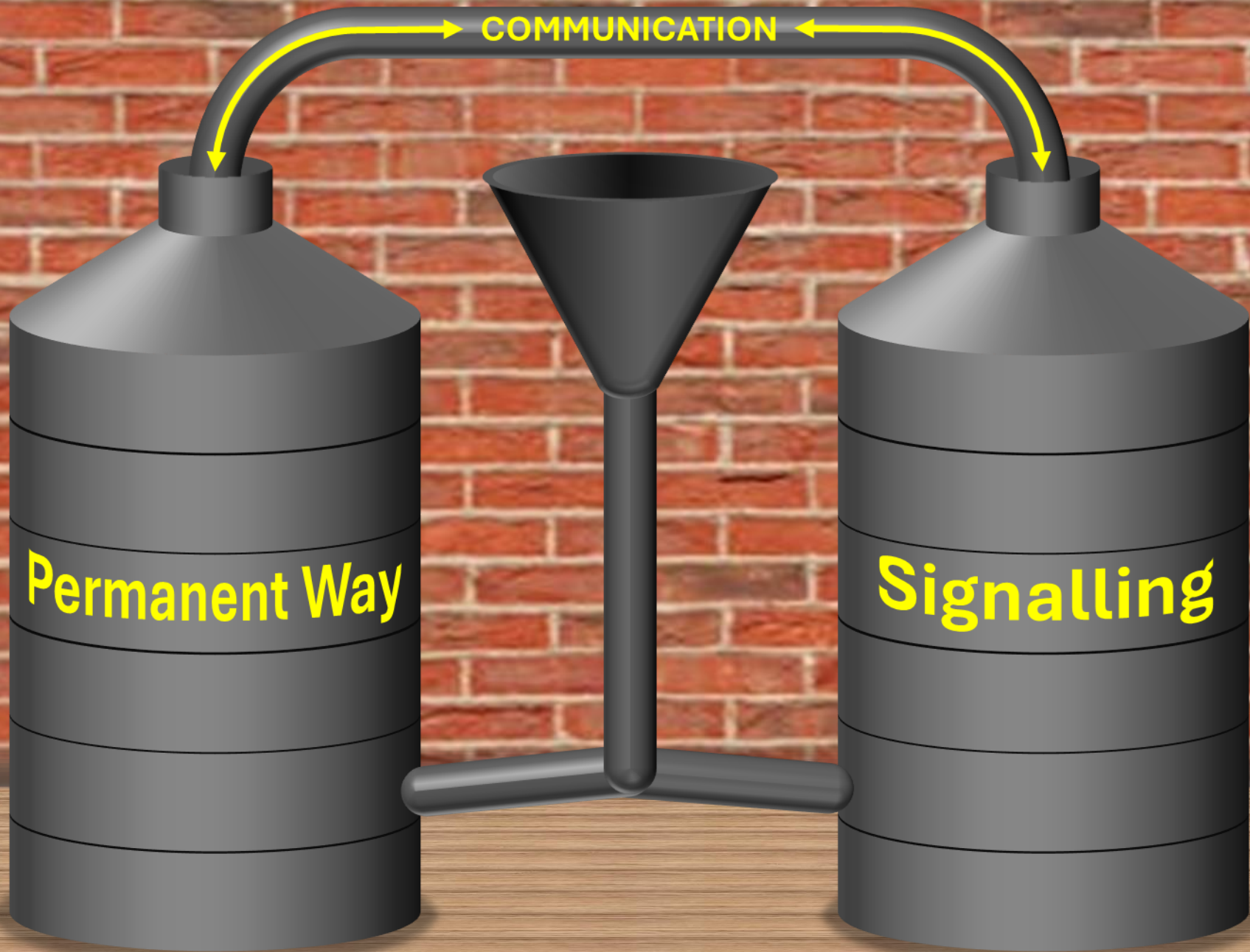


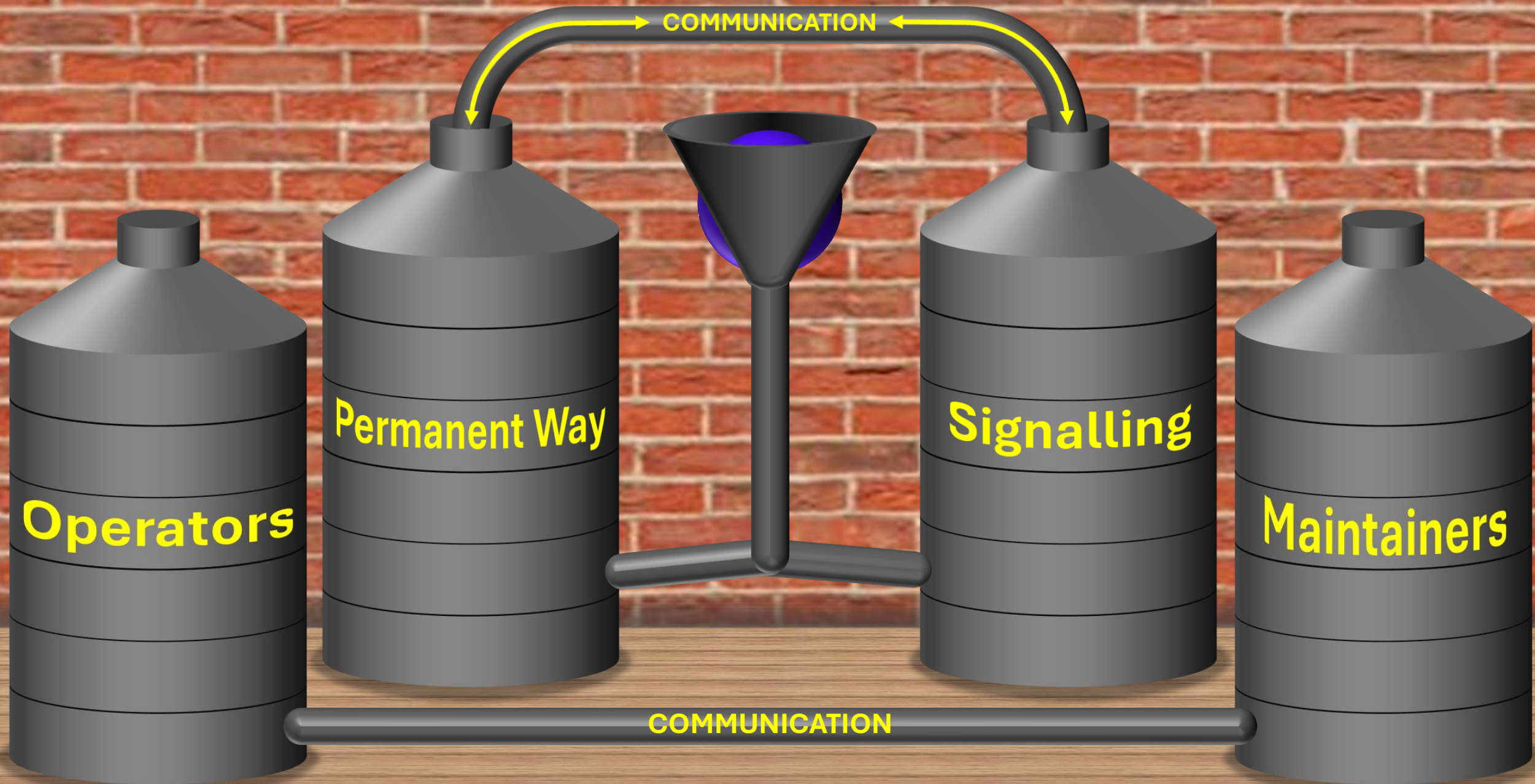
Public
complaints

18/2011
ber 2020

WHAT'S THE
POINT IN
THE PAST







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Operational Feedback Lead

Slides produced by
Wayne Murphy @
RailSTAR

