

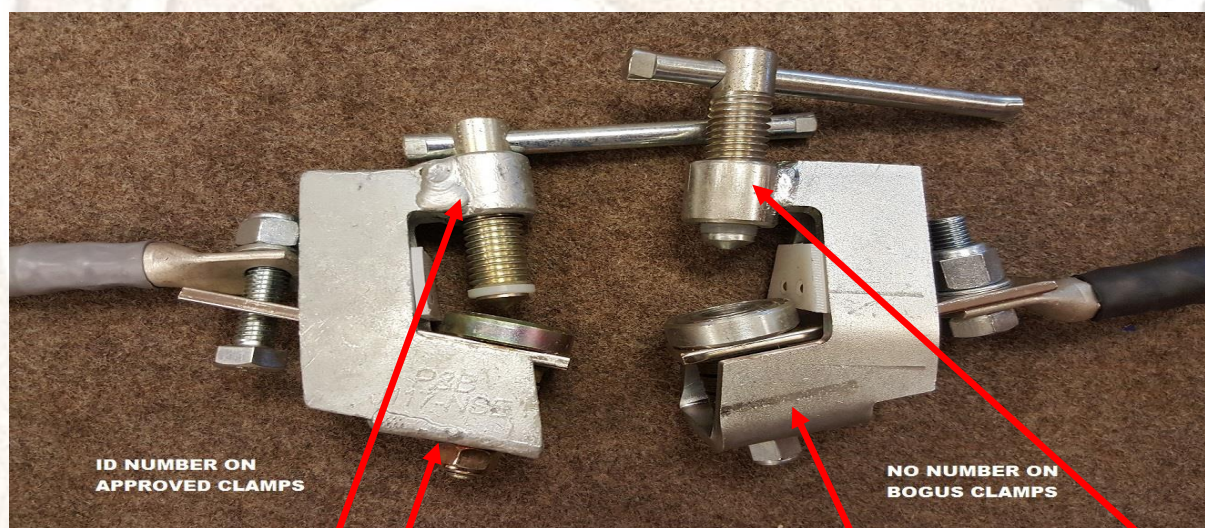
Third Rail Short Circuit Straps and Clamps

It has been brought to our attention that there is the potential of 'bogus' short circuit strap clamps circulating within the Southern Network.

This has come to light from an SRS perspective where a set of brand new set of short circuit straps were checked prior to use and noticed there was no ID numbers upon the clamps – when attempting to attach to a third rail, the throat of the clamp would not fit securely on the conductor rail and therefore would not provide the correct earthing arrangements should traction power be reapplied.

The straps have now been quarantined and the supplier contacted. The supplier was not aware of any issue but are checking their stocks. The manufacturer of the clamps however has been contacted and they said they were aware of 'Bogus' clamps circulating within the industry and are in the process of sending out an alert and contacting Network Rail Direct

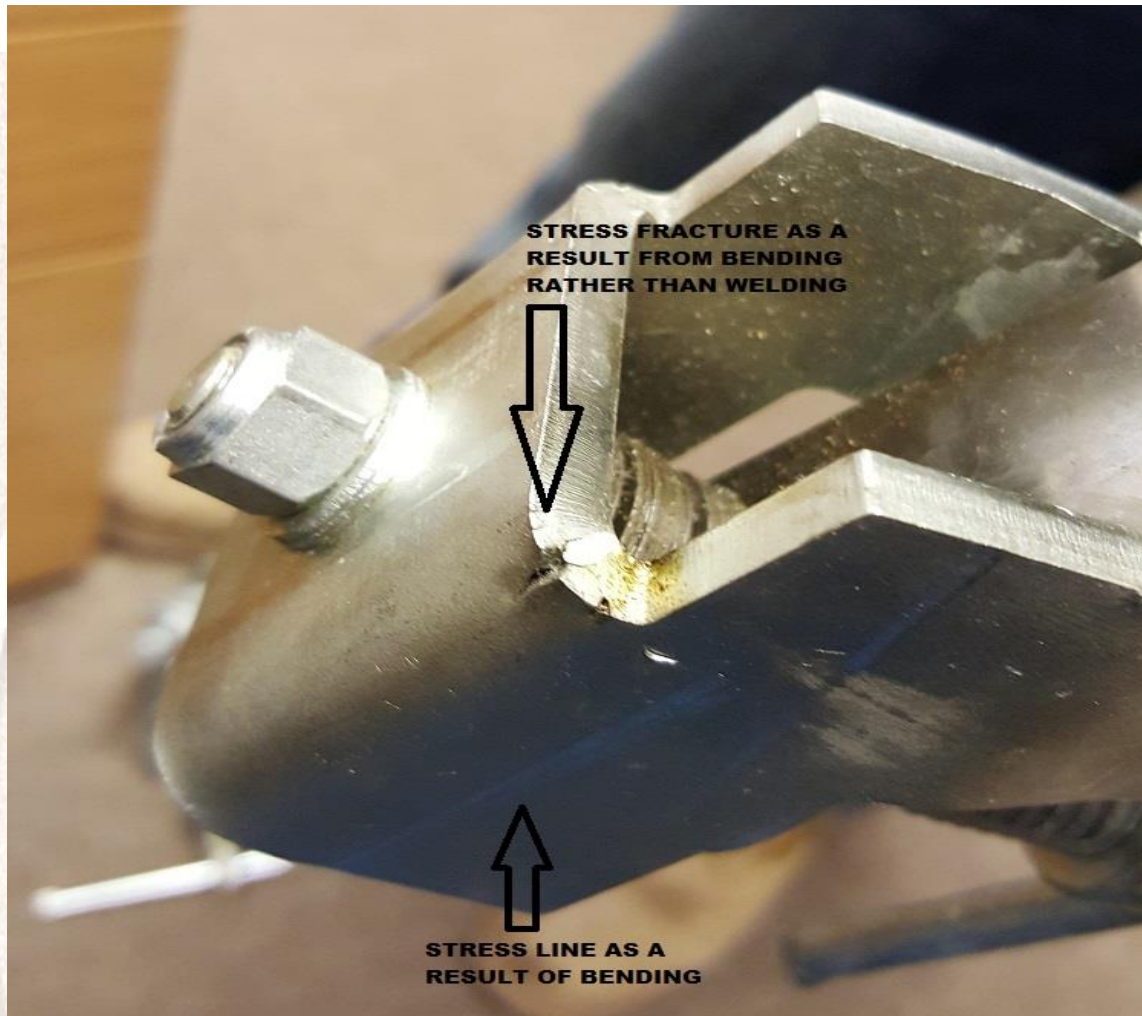
The main difference between the clamps can be seen in the photograph below:



Welded pinch bolt bracket correctly aligned and base plate also welded as per approved PAD design

Welded pinch bolt bracket in-correctly aligned and base plate also pressed NOT welded which in itself creates stress fractures as the next pictures show

The fault potential in the 'bogus' clamps are shown below



By bending the metal this has the potential for serious failure under load as a weakness is 'built in' – as can be seen above brand new and failing before use

As an output from this – it is strongly recommended that ALL short circuits straps are checked for compliance and identified that equipment has been checked.

SRS are in the process of re-calling checking and asset marking the clamps to verify the checking process and that the equipment is compliant for third rail operational use