

# Safety Bulletin

*A serious incident has taken place*

## Colmar T10000 RRV derailment and overturn

**Issued to:** All Network Rail line managers and RISQS registered contractors

**Ref:** NRB 16/04

**Date of issue:** 08/03/2016

**Location:** Riding Mill, Northumberland

**Contact:** [Gary Costello](#), Senior Commercial Manager



### Overview

During the early hours of 2 February 2016, a team of piling contractors were carrying out emergency bank slip works on the NEC2 line. During the works a RRV Colmar T10000 derailed and fell over onto its side landing in the up cess.

The machine with piling rig attachment fitted was slowly moving forward when the wheel flange appears to have ridden up the cess rail leading to the machine itself derailing.

The machine operator although shaken fortunately escaped injury.

This event is currently subject to a level 2 investigation which will formulate and share recommendations.

### Discussion Points

Whilst we are investigating the causes of this incident please discuss the following with your teams:

- Prior to planned works with RRVs, how do we consider the track geometry, in particular in relation to twist and cant levels?
- How are checks made to confirm that the track geometry is compatible and within the machine's working limits as set out in its Engineering Acceptance Certificate?
- When RRVs involved in piling works are required to transit with the rig attached, how is everyone's understanding of the correct measures to maximise stability assured?
- In particular:
  - Aligning the rig so it is parallel with the track and centred in the four foot;
  - Fully lowering the piling rig and hammer for a lower centre of gravity?

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