

IP Signalling Shared Learning

Key learning following a serious incident



IP Signalling

Issue Date: 9th April 2019 For more information contact: Gavin.Burns3@networkrail.co.uk

Issue Number: IPSIG-SL007

Title: Operational Close Call - Signal Wedge on Line

Details of event

At 14:00 on the 18th December 2018 the driver of a Hull Trains service reported that a train had struck a metal bar upon departing Gilberdyke Station area on the Down Hull line. Following an inspection of the damage, the driver reported that a piece of metal had become wrapped around the leading bogie, causing damage to a foot crossing after the point of impact.

After further investigation the reported piece of metal was identified as a signal wedge, used to sit lightweight signals upon whilst in a lowered position awaiting commissioning. The signal wedge had been left on site after the signal in question had been erected. The full investigation identified that a member of the public had intentionally placed the signal wedge on the rail head to cause damage. The result of the train striking the signal wedge caused a 2030 minute delay and criminal proceedings to be taken against the individual.

Immediate Cause

- Train striking signal wedge which had been placed on rail head by a member of the public.

Underlying Causes

- Easter commissioning cancelled (Apr 18) - This led to signal wedges being procured to alleviate pressure on structures.
- Commissioning plans changed — Technical problems led to a change of focus during the Commissioning, leading to the recovery of the wedges to be overlooked.
- Knowledge of the need to collect the wedges was not communicated outside of the signalling team.
- Poor trespass mitigation measures in the area was a contributory factor.
- Unforeseen malicious act of vandalism — No previous reported crime project related crime for the life cycle of the project.
- **Project material left unsecured lineside.**



(Top right) FFC footage from train showing item on railhead (Bottom right) the signal wedge after impact, lodged in the wheel guard

Corrective Actions Taken

- Updated the project local risk assessment.
- Reviewed and updated the Business level risk assessment.
- Updated the Construction Phase Plan, Work Package Plans, and project risk register.
- Close called and recommend that the security arrangements against trespass are reviewed in the vicinity of the incident (station platform and pedestrian crossing).

Discussion Points

- What does your Business risk assessment / Project risk assessments say about leaving materials lineside?
- How do we ensure materials are recovered from our project sites?
- What would you do if you observed an increased vandalism risk in your respective project / work area?