

# Safety Bulletin

A serious incident has taken place



## On-Track Machine runaway and collision within a work site

Issued to: **Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRB19-19

Date of issue: 10/12/2019

Location: London North East - Bawtry, ECM1, Torworth LC - Loversall Carr Junction

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## Overview

On Sunday 17th November a portion of a Network Rail Track Renewal System, On-Track-Machine (OTM) (P95), ran away and collided with the remaining portion of the consist (D75).

The P95 portion of the train had been secured outside the work area where staff were working with the D75. After some time, the P95 ran away over a distance of 180 metres before colliding and pushing the D75 approximately 20 metres. The P95 came to a stand due to the intervention of the operator onboard the D75. No staff were injured as a result of the incident.

During the on-site investigation, the Track Renewal System was examined by Network Rail staff and then moved to a Network Rail Operating Base

where further technical investigations are taking place. In order to do this, the P95 has been quarantined until the initial phase of the investigation concludes.

A Level 3 investigation has commenced into the circumstances around this serious incident. Further safety advice will be issued should the investigation identify risks that require action by Network Rail staff and contractors.

Previous runaway incidents have occurred at Fairwater, Westbury and Sandiacre. We need to ensure that previous lessons are being reviewed, and assure they are embedded and effective.

## Discussion Points

Whilst we investigate the incident please discuss the following with your team:

- The importance of following the authorised safe system of work on work sites and within depots to prevent rail vehicles from running away.
- The importance of confirming that before it is left unattended, any stationary train or rail vehicle has been correctly secured against the risk of uncontrolled movement or its equipment fouling an adjacent line.
- The protection measures for train stabling on site and safe operation and movements.
- 'Think RISK' and 'Take 5'. Discuss your experiences with OTM and OTP and consider what runaway risks you can identify and what suitable controls are and should be in place to prevent this. For example, how can you reach a clear understanding about who is responsible for securing an unattended rail vehicle and how could you confirm that this has been done.
- Consider if previous learning has been embedded following incidents and what assurance measures are in place to monitor the effectiveness of our operations.

