

Runaway Incidents – 2010 – to date

Note: Incidents taken for the last 10 years are post introduction of rail axle interlocking and direct rail wheel braking fitted to RRVs

Date and Source	Location	Circumstance	Immediate cause	Underlying cause
		OTP		
20 July 2010	Raigmore	An Hydrex Liebherr A900ZW RRV ran away during the on-tracking process. The RRV ran away for 4 miles on a 1 in 60 gradient reaching a speed of approx. 50 mph.	The operator adopted an inappropriate technique for on-tracking which led to the rail wheels being locked out leading to an unbraked situation.	a. The operator possibly failed to correct this runaway, owing to a <u>lack of knowledge and experience of the operator</u> , and a possible degree of 'panic'.
28 May 2017	Hope (Cowburn Tunnel)	A trailer detached from a NR gator whilst being towed and ran away for 1 mile on a 1 in 100 gradient. Approx. speed not recorded	The operator did not ensure a correct connection between the gator and trailer and had disabled the trailer brakes	a. The operator had not inserted the R clip into the tow pin, which eventually shook out detaching the trailer. b. The <u>operator had disabled the trailer brakes</u> as they were binding and making travel progress slow.
8 June 2017	Bradford Interchange	A ReadyPower MEWP ran away during the on-tracking process The RRV ran away for 34m on a 1 in gradient at approx. 6 mph	The RRV ran away because its rail wheels were, incorrectly, partially deployed and because the rail wheel braking system had not been correctly maintained.	a. Partial deployment of the rail wheels was a result of the machine <u>operator not following the standard industry procedure</u> for on- and off-tracking. b. The braking system on the rail wheels had not been correctly maintained because fitters were not following the OEM instructions c. The industry's competence management system for machine operators focuses on the renewal of qualifications, rather than demonstrating ongoing competence.

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		Traction/Trains		
Nov 2002	Edinburgh Waverly	An EWS Class 90 loco (85t) ran away for 2 miles.	30 workmen in a possession had to get out of the way, they were warned of the runaway by mobile phone.	Unknown
Aug 2005	Arlewas	An EWS Class 66 loco (120t engineering train) ran away for 10 miles at approx. 60 mph	Unknown	Unknown
Aug 2006	East Didsbury	An EWS Class 66 loco ran away for 5 miles on a 1 in 141 gradient at approx. 25 mph	Loco was at the rear (top and tailed) engineering train when the coupling broke. Workmen working on the adjacent line laid sleepers across the track but this did not stop the train	a. Broken coupling b. loco not braked into consist.
May 2019	Bedgellert	A diesel loco ran away for 1.25 miles on a 1 in 40 gradient at approx. 10 mph	Loco travelled over several crossings, passing signals	unknown
November 19	Fort William	A stabled class 66 freight train and 24 wagons ran away at an indeterminate time with the rear wagon derailing in the sand drag of the head shunt within Alcan sidings at Fort William (line speed 5 mph).	The handbrakes were reported to have been applied on the locomotive and several wagons	Brakes found in the released position after the derailment. No evidence was found to indicate malicious activity.

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		OTM		
17 Oct 2017	Markinch	An NWR MPV rail treatment train ran away for 4.7 miles on a 1 in 102 gradient at approx. 43 mph	The crew jumped clear at approx. 20 mph MPV hit a fallen 10ft tree branch on the line	The tree branch damaged the brake valves causing the brakes to be released into an unbraked condition
29 Aug 2019	Taunton HOOB	Network Rail On-Track-Machine (OTM) ran away from a connecting locomotive following a routine maintenance event.	In preparation for a shunting movement checked that the handbrake was applied and removed the chocks holding the OTM stationary for maintenance. As a locomotive buffered up to the OTM, the OTM began to run away. The OTM was stopped when a member of staff intervened by placing a scotch under a wheel which prevented the OTM running away down the yard.	The handbrake had been applied prior to the locomotive buffering up to the OTM, but a defective brake cable had left the handbrake incapable of holding the OTM stationary.
17 Nov 2019	Bawtry	a portion of a Network Rail Track Renewal System, 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.	Still under investigation

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		Trolleys		
04 Aug17	Baschurch	A type B trolley ran away for a mile in a possession	Trolley was overloaded	Trolley overloaded Only one trackman Incorrect brake handle being used
01 Nov 17	Raven Crossing	A pair of Ironmen ran away for 5 miles on a 1 in 40 gradient at an approx. speed of 19mph	Gradient too severe for 2 trackworkers to maintain control	Only 2 trackworkers used instead of 4