

Safety Advice

Action required following a serious incident



Derailment risk following engineering work

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRA21-09

Date of issue: 08/06/2021

Location: Barnehurst, Kent

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Overview

On Monday 7th June 2021, having given up a possession around an engineering train, the train departed Barnehurst when the driver observed an obstruction across an adjacent line. After speaking to the Signaller and blocking the line, the driver identified two sleepers chained and padlocked to the running rails. The actions of the driver prevented a potentially serious passenger train derailment.

The sleepers were subsequently removed by a Network Rail response team.

Initial investigations have identified that the sleepers were left down following works within the worksite, and were being used to create a barrier for controlling runaway risk from rail mounted plant leaving the site of work.

Controls must be put in place where the risk of runaway has been identified, as detailed in Network Rail standard NR/L2/OHS/019 section 9.2.

The Technical Authority will be carrying out a Post Implementation Review (PIR) of Module 5 of NR/L2/OHS/019.

Immediate action required

- In complying with NR/L2/OHS/019, **you must not use any immovable object or derailing device**, except where already detailed in the Rule Book, for example Handbook 13 Duties of the Persons in Charge of the Siding Possessions (PICOS).
- All Engineering Supervisors must comply with duties to check the line is safe for the passage of trains before handing their worksite back.

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