



Network Rail
The Quadrant:MK
Elder Gate
Milton Keynes
MK9 1EN

31st March 2014

No: NRS 317

Network Rail Safety Bulletin

Fire During OLE Isolation

For the attention of all Railway Industry Employees who plan or carry out isolation duties and those responsible for the management of OLE.

Background:

On the 5th March 2014 an incident occurred within a worksite containing High Output Track Renewal Train (TRS 4) where two red bonds, removed to facilitate the work, were found to be at a dangerous potential. Work was in progress on site when a fire started at a detached red bond; this being the first indication of the issue. Immediate findings are that the two red bonds associated with Betley Road Principal Supply Point (PSP) transformer had been disconnected yet the transformer was still being fed by the Down Fast line which was live. The potential impact of this failure was significant.

A site visit was not undertaken to confirm the bonding arrangement and this issue was not recognised on the shift by the staff undertaking the bonding work.

Immediate Action Required by those who manage isolation and require red bonds for auxiliary transformer to be disconnected

- To follow requirements in NR/SP/ELP/29987 module 6 & 7 for disconnecting red bonds. Any structure mounted transformers with red bonds which aren't diversely routed – i.e. they must be connected to different Traction Return Rails and not cross a common cress in doing so - should be reported to the Electrical Control Operator as a fault.
- To confirm that the structure mounted transformers are securely bonded to the OLE structure. Any structure mounted transformers not securely bonded to the OLE should be reported to the Electrical Control Operator as a fault.
- Site visits should take place by a competent person prior to work to identify bonding and feeding arrangements.