

# Safety Bulletin

*A serious incident has taken place*

## Collision and derailment in a worksite

**Issued to:** All Network Rail line managers and RISQS registered contractors

**Ref:** NRB 16/03

**Date of issue:** 03/03/2016

**Location:** Ivybridge, Devon

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## Overview

A collision and derailment occurred in a worksite at Ivybridge (MLN1 Down Main at 235m 11c) on 27 February 2016. A loaded engineering train of 1119 tonnes gross weight collided with a rake of stationary, loaded Falcon wagons. The worksite was for a planned track relay.

At 07:40 the driver of the engineering train was given permission from the Engineering Supervisor (ES) to enter the worksite. A few minutes later, after travelling three quarters of a mile down a falling gradient, the train collided with the back of the eight stationary Falcon wagons.

Initial evidence indicates the locomotive had reached 35mph but managed to brake to 13mph at the point of collision. All wheels of the locomotive were derailed, as well as two other wagons.

No one was injured, but the driver was treated for shock on site.

This incident, which has some similarity with previous worksite collisions, is now subject to a level 3 investigation.

## Discussion Points

While we are investigating the causes of this incident please discuss the following with your teams and specifically with every Engineering Supervisor and Person in Charge of Possession (PICOP):

- What communications should take place between the ES (worksite) or PICOP (possession) and the driver of any train, On Track Machine or Road Rail Vehicle?
- At what speed can rail movements safely be made within a worksite or within a possession?
- Is the meaning of proceeding at caution understood?
- How is that speed controlled?
- How are communications for all rail movements monitored and managed in a possession and worksite?
- What can impact the effectiveness and understanding of communications during work such as this?
- What can you do to help prevent a recurrence of this type of accident?

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