

IMDM OUTER

Title: Scrap Rail in contact with 750 Traction cable **Scrap Rail discovered to be live**

Incident

On the 19th of July at approx 10:13 hours, on the WPH1 at 49 m 00Ch a principle patroller from Havant Track found a damaged 750v traction cable, which was caused by a scrap piece of rail that had pressed up against it removing the insulation.

The scrap rail in contact with 750 Traction cable was discovered to be live, this could have caused electrocution or a fire if it had contacted a fuel source

The scrap rail had crept in the warm weather and had eroded away the insulation of a 750DC Traction cable.

Whilst a plan was being developed to remove the fault the P-Way staff remained on site to ensure no other individuals or parties came into contact with the rail.

By 16:04 CRE confirmed that a temporary repair has been completed by their staff and Havant P-way

The following morning there was confirmation via a shift report that the rails had been removed and the cable was fully rectified.

Rail creep is the effects of heat on metal, where in hot weather it expands and in cold weather it contracts.

With CWR in the 4ft not being held down by anything it has a tendency to creep especially in areas of gradients or heavy traffic because the vibration from passing trains can also have an effect. The rail had not been sat on saddles.

Sections of rail have been known to move up to 2ft over a period of days/ weeks.

Issue Date: 24/07/2018
Displayed on Notice Boards for 12 weeks from issue.
Contact: Ian Gibb. WHSEA Outer DU.



Actions

Level 1 investigation being conducted

Re-brief track inspection staff that where we have long sections of CWR in the 4ft or on the ballast shoulder we must spray the rail ends to be able to monitor how much the rails are creeping during the summer months.

More detail and actions may follow once the investigation has been completed.