

NATIONAL OPERATING PROCEDURES

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Issue: 01

Date: 03/12/2019

Issue:

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NR/OPS/

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Date:

25-03-2021

Port Talbot - Stop and Examine Irregularity



Summary of Incident:

On Sunday 7th of March Port Talbot signaller (*track circuit only area*) advises Vale of Glamorgan (VOG) signaller two track circuits are left showing occupied on the approach to Llanharen station after the passage of 6A11. VOG signaller (*axle counter only area*) advises they will call 6A11 and confirm train is complete. VOG signaller contacts 6A11, driver confirms train is complete. Signaller VOG advises Port Talbot signaller & Port Talbot faults to Control. Signaller VOG watches 6A11 on LC CCTV and contacts Port Talbot signaller - advises all 23 wagons on 6A11, nothing dragging behind, train complete.

Next signaller (Cardiff Main Line) contacts 6A11 via GSMR requesting driver brings train to a stand as they have passed the WROC making a 'hell of a noise'. SSM & IC agree to run train over Marshfield WILD to confirm if any issues with wagons. Signaller contacts driver of 6A11 and advises driver to proceed as they will be passing over WILD on up relief, driver confirms they could not see or hear anything. WILD did not activate, Control and signaller agree to let train go forward as no further issues reported. **It was subsequently established that due to the reading being so high, the system discounted it as a faulty measurement.**

Upon reaching Stoke Gifford (30 minutes later), depot staff report 6A11 passed with very loud noise and sparks from wagon, TVSC signaller arranges for train to be stopped for examination. Driver examined train and reports one axle slightly warmer than the rest. Brakes isolated as precaution, train forward at 10 mph to Bristol East depot for RST Exam. Upon examination DBS duty manager reports on the 11th wagon, the brake rigging has collapsed and one brake block missing causing caliper to dig into the wheel, hence the sparks. **The train was carrying 23 wagons of dangerous goods.**

Learning Points:

Never make assumptions or judgements about suspected faults or defects. TS1 regulation 19 clearly states that if you witness multiple or sequential track circuit failures or an unusual noise, then stop and examine should be implemented. **The train should be stopped immediately**, even if that means replacing a signal to danger.

- If you suspect something is amiss, protect the line and/or train and **Take 5 for Safety** to assess the situation before deciding on what action you will take next.
- **Never** assume that someone else will act or report an incident - take lead responsibility.

Do not use WILDs to assist in the stop and examination regulation, in this situation the system failed to identify the wagon fault due to the data being dismissed by the system, as it was deemed too high to have been correctly recorded.

