



**Code of Practice for
Action to be Taken
in the Event of an
Accident or Incident
Involving OTP**

M&EE Networking Group

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Document revision history

Issue	Date	Reason for change
1	Nov 06	First issue withdrawn due to typographical errors before publication
2	Nov 06	New issue
3	Jul 10	Periodic review and new section on quarantine added.

Background

A sub-group of the M & EE Networking Group have looked at the actions to be taken following an accident or incident involving a possession-only rail vehicle. Learning lessons from previous incidents and as a way of complying with Railway Group Standard GM/RT2273 the M&EE Networking Group recommend the following as good practice for the industry.

Sub-group Contacts

Jack Pendle (Chair)	jack.pendle@volkerrail.co.uk
Chris Sayers-Leavy	chris.sayers-leavy@networkrail.co.uk
Steve Wadham	steve.wadham@gamblerail.co.uk
John Gribble	john.gribble@amey.co.uk

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Sign off

The M & EE Networking Group agreed and signed off this Code of Practice on 31 July 2010 (in correspondence) and published on 4 September 2010

Amey	J Nutty	Mech Assurance Engineer
Babcock Rail	J Watson	Director M&EE
Balfour Beatty Rail Plant	R Wells	Plant SC Manager
Carillion	J Ockenden	Prof Head Plant Eng
COLAS RAIL	N Powell	Plant Engineering
Harsco Rail Ltd	D Geering	Engineering Director
Rail Plant Association	R Donald	Director
RSSB	M James	Principal Plant Engineer
VolkerRail	J Pendle	Head of Engineering

Purpose

This Code of Practice details the actions to be taken, and by whom, following an accident or incident involving OTP.

Scope

This Code of Practice concerns accidents and incidents involving OTP. It does not cover locomotives, wagons or on track machines.

This Code of Practice deals with the engineering technical aspects of incident management. Companies should also have in place plans for dealing with personnel issues. With regard to accidents and incidents companies should have clear guidelines for Alcohol & Drug testing, relieving personnel of duty etc (these are not dealt with in this Code of Practice) which may immediately affect the responsibilities of the persons indicated in this document.

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Definitions

Accident	Unplanned, uncontrolled event giving rise to death, ill health, injury or other loss or damage to personnel, vehicles or infrastructure.
Collision	Any unintentional contact of a vehicle with any other vehicle, structure, building, construction, overhead line equipment, railway track including third/forth rail equipment, personnel and livestock etc
Consist	Two or more items of OTP coupled together [normally in the form of towing vehicle and trailer(s)]
Derailment	Where one or more rail wheels have unintentionally come off, and remain off, the rail.
Dragging brakes	Unintended continuous application of the brakes on a vehicle or vehicles either when the related controls are in the release position, or where a brake has been or becomes partially or fully applied during transit.
ES	Engineering Supervisor – the person in charge of a T3 worksite
Incident	Unplanned, uncontrolled event, which under different circumstances could have resulted in an accident.
IPPOL	In Possession Plant Operating Licence Holder
Machine Controller	For the purposes of this document, this is the person responsible for the OTP, who is normally a Machine Controller (or Crane Controller). In some circumstances (eg where the operator is also acting as a Machine Controller) the person responsible could be the Controller of Site Safety. During " dispatch and catch " this should be the Machine Controller at the receiving end.
Operator	For the purposes of this document, the Operator, when written with a capital 'O', means the company responsible for the site operation of the vehicle (eg the IPPOL when working on Network Rail managed infrastructure).
operator	For the purposes of this document, the operator, when written with a lower case 'o', means the person who is handling the controls of the vehicle.

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1 Basic requirements

1.1 Action following an incident or accident

- 1.1.1 Operators should have in place a documented system of the actions necessary for reporting, recording, examination and testing after accidents and incidents of all types.
- 1.1.2 The first priority following any accident or incident should be the safety and security of the railway network, safety of staff, other personnel and other railway users.

Recommendations for specific types of accident or incident are made in the following sections:

- 2 Derailments
- 3 All collisions (including point run-throughs)
- 4 Brake defects
- 5 Incidents involving allegations of excessive speed
- 6 Fire

All incidents of overturning, including those during on and off tracking, should be dealt with as a derailment (section 2).

- 1.1.3 Check lists are included in Appendix A to act as an aide-memoir to this code of practice.
- 1.1.4 Depending on the severity of the accident or incident an additional investigation could be undertaken by other parties (eg RAIB, ORR, BT Police etc). Where the Operator investigates the accident or incident the investigation should be commensurate with the occurrence. In all cases the cause of the accident or incident should be established. The Operator should determine the competency of their personnel who undertake this investigation work.
- 1.1.5 Where the Operator is responsible for the investigation and considers testing is necessary, they should have in place arrangements to ensure the following:

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- a) records (including photographs where appropriate) are made at the scene of the incident or accident of the condition/state of any components/assemblies which could be pertinent to the potential causes of, or contributing factors to, the incident or accident
- b) competent people are used for all the actions
- c) appropriate and calibrated equipment is used
- d) appropriate precautions are taken to ensure safety if the vehicle is to be left in the "as found" condition before and during a transit move to a test location
- e) suitable instructions and check lists, for all reasonably foreseeable situations, are in place and available
- f) test results are transmitted to those needing to know for:
 - i) corrective action to be taken
 - ii) defect reporting
 - iii) accident/incident investigation
 - iv) recording purposes.
- g) that collected evidence is preserved until such time that it is no longer required.

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2 Derailments

2.1 Initial safety

2.1.1 Initial action by operator

- 2.1.1.1 Once the operator is aware that the vehicle has derailed they must STOP all movements. The operator should decide whether it is better to remain in the seat, or leave the vehicle if it is safe to do so.
- 2.1.1.2 The operator should assess the situation of the vehicle and assess the potential for the derailed vehicle to be foul of another railway line.
- 2.1.1.3 Where the operator considers an adjacent line is fouled they must follow the instructions in the Rule Book.
- 2.1.1.4 In all cases the operator should then report to the Machine Controller.

2.1.2 Initial assessment

- 2.1.2.1 The Machine Controller must attend to the derailment immediately. Their first duty must be to assess the situation of the vehicle and assess the potential for the derailed vehicle to be foul of another railway line.
- 2.1.2.2 Where an adjacent line is fouled, or has a potential to become fouled, the Machine Controller must follow the instructions in the Rule Book and then report to ES or PICOP.
- 2.1.2.3 The ES or PICOP should assess the derailment and where the site is under overhead line equipment or in a third/fourth rail area should immediately inform the electrical control room or arrange for this to be done.
- 2.1.2.4 The Machine Controller must assess the operator for any injury. During this assessment they should form an opinion as to whether the operator is in a fit state to continue operating.

Where the Machine Controller is in any doubt about the fitness of the operator to continue working the Machine Controller should seek medical advice (first aid, emergency services etc depending on the seriousness of the incident).

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2.1.2.5 The Machine Controller should also assess the site to see if any other person is injured, and take action as appropriate. Where the Machine Controller has been injured by the accident the operator should take the initiative to ensure safety of self, Machine Controller and others.

2.1.3 Risk of further instability

2.1.3.1 The Machine Controller and operator must assess the situation of the vehicle.

- Is it likely to move further without any further operation of vehicle?
- Will further operation of the vehicle cause uncontrolled movement of vehicle?
- Is it possible to make the vehicle stable without any operation of vehicle controls – or a minor operation to make the vehicle stable

Where feasible the ES should also be involved in this assessment.

2.2 Incident Assessment

2.2.1 Initial assessment

2.2.1.1 The Machine Controller should contact the ES (or PICOP if outside worksite) as soon as practicable. Where possible the ES/PICOP should be involved with the assessment and decision making described in 2.1.

2.2.1.2 The ES/PICOP should form an opinion as to whether the operator and Machine Controller are in a fit state to continue operating. Individual companies should have their own rules in this respect.

2.2.1.3 Having made sure that the site personnel and passing trains are safe, the Machine Controller should then make an assessment of the severity of the initial derailment.

2.2.2 Damage to the vehicle

2.2.2.1 Following a derailment which has low impact force the operator, Machine Controller and ES (depending on 2.2.1.2) should examine the vehicle for:

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- obvious signs of damage to the rail wheels, brakes, axles and road wheels & tyres where fitted
- any other areas of impact damage
- any sign of fluid leak. (Note spill kits will need to be deployed immediately as appropriate)
- damage to lifting accessories or ancillary equipment caused by snatched load or other unintended movements or overloads.

2.2.2.2 Following a derailment where the vehicle has experienced significant impact force, the operator should arrange for attendance of a technically competent person to check:

- obvious signs of damage to the rail wheels, axles and road wheels & tyres where fitted
- any other areas of impact damage
- damage to brakes and braking equipment
- any sign of fluid leak (Note spill kits will need to be deployed immediately as appropriate)
- damage to lifting accessories or ancillary equipment caused by snatched load or other unintended movements or overloads.
- distortion to, or misalignment of, the rail gear and vehicle frame
- obvious damage to linkages and control systems

2.2.2.3 For a serious derailment (including all instances of overturning irrespective of cause), or where there is obvious damage disabling the vehicle, recovery should be arranged and the vehicle must be quarantined for further inspection.

2.2.2.4 Where the derailment has involved vehicles being towed/propelled the couplings and other connections should be examined to ensure no damage has occurred during the derailment on the vehicle involved in the accident and all attached vehicles.

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2.2.3 Reporting

- 2.2.3.1 All derailments must be recorded by the operator in the vehicle log book.
- 2.2.3.2 The operator should ensure that the vehicle owner is informed of any derailment.
- 2.2.3.3 The ES (or PICOP outside worksite) should ensure that where appropriate the Operator's control centre is informed. The control centre should escalate investigation as necessary.

2.3 Recovery of vehicle

2.3.1 Getting back onto the track

- 2.3.1.1 Providing the examination in 2.2.2 has deemed the vehicle is safe to be on-tracked, the process of safely putting the vehicle back onto the track now needs to be established.
- 2.3.1.2 Providing there is no obvious significant damage to the track, the Machine Controller and operator should jointly agree how best to put the vehicle back on the track.

The limitations for On/Off Tracking, which are contained within the Engineering Acceptance Certificate of each individual vehicle, must be taken into account. Generally these do not allow the vehicle to be on-tracked in situations of high and adverse cant. The vehicle must be on-tracked in line with the manufacturer's general guidance for on/off tracking.
- 2.3.1.3 Where the vehicle remains upright and next to the track on which it was previously operating, guidance is given for on tracking road-rail vehicles in M&EE COP0007. For RRVs this should be achieved by driving the vehicle back onto the correct position by means of the road wheels only. Consideration should be given to avoiding further damage to the railway infrastructure. The use of the boom arm (on RRV excavators) as an aid is not permitted on Network Rail managed infrastructure.
- 2.3.1.4 For RRVs, where the point of derailment is in an area which the guidance in COP0007 is unsuitable, and the vehicle is capable of moving along the track on road wheels to a suitable point then this should be done.

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2.3.1.5 If the vehicle cannot be moved along track, and the side shift arrangements (fitted to some vehicles) will not get itself back onto the rail, then:

a) the Operator should arrange suitable temporary preparations, e.g. temporary access ramps or wooden packing, to level the area, and make on-tracking possible

or

b) the Operator should arrange for a competent person to attend and move the vehicle across and onto the track with jacks or crane.

Note: Temporary access equipment must be removed after re-railing.

2.3.1.6 Where the vehicle is at a precarious angle, overturned, or methods in 2.3.1.5 are not possible (due to damage to vehicle, location etc) the rerailing should be arranged by the Operators' control centre or Network Rail National Operation's Centre – who will arrange for attendance by specialist rail recovery engineers. Other possession-only rail vehicles on site should not be used to upright precarious or overturned vehicles.

2.3.1.7 Where the derailment has involved vehicles being towed or propelled, these should be disconnected from the towing vehicle before rerailing. Note that when trailers are disconnected and/or subsequently put onto the track this should be undertaken in accordance with the requirements of M&EE COP0014.

2.3.1.8 After the vehicle has been successfully on-tracked the operator should carry out a full function test. This should include (with assistance as necessary):

- the operation and effectiveness of the brakes
- ensuring that all rail wheels are turning freely with no wheel bearing noises
- checking rail and road axle locking cylinders for correct operation and setting before attempting to travel the vehicle
- checking for fluid leaks

2.3.1.9 The Machine Controller should assess the vehicle for its ability to continue normal working operation. Where the Machine Controller

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has any doubt about the vehicle they should arrange the attendance of a technically competent person. The technically competent person will permit the continued use of the vehicle or arrange for it to be off tracked at a suitable location, and quarantined where necessary, for further inspection.

2.4 Assessment of damage

2.4.1 Damage to track

2.4.1.1 The Machine Controller must report the derailment giving the precise track mileage to the ES/PICOP. The ES/PICOP will make the judgement as to whether the track can be used without further inspection, or the level of further inspection required and by whom.

2.4.2 Damage to infrastructure/apparatus/cables

2.4.2.1 The ES or PICOP must examine the site for obvious damage. Where the ES/PICOP considers that the derailment has had sufficient impact on local infrastructure, (including electrification equipment, signalling cables etc) they should report their concerns to the PICOP who will ensure the possession will not be handed back until the site has been examined and passed fit by engineers approved by the Infrastructure Manager.

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3 All collisions or points run-through

3.1 Initial safety

3.1.1 Initial action by operator or Machine Controller

- 3.1.1.1 As a minimum, following any collision or point run through the operator must stop and report to the Machine Controller.
- 3.1.1.2 The operator and/or Machine Controller should immediately assess the site for potential to be fouling other lines as shown in 2.1.1.2, 2.1.1.3 and 2.1.2.2
- 3.1.1.3 If the site is under overhead line equipment, or in a third or fourth rail area, the Machine Controller should consider whether the incident is likely to require the electricity supply to be switched off. If this is required the Machine Controller should contact the electrical control room, or arrange for this to be done.
- 3.1.1.4 The Machine Controller should assess the condition of operator and potentially other personnel as shown in 2.1.2.4 and 2.1.2.5.
- 3.1.1.5 The Machine Controller should assess the force of the collision and report as necessary to the ES or PICOP.

3.1.2 Collisions or points run-through resulting in derailment

- 3.1.2.1 Assess the situation as shown in 2.1.3, 2.2 and act as shown in 2.3.

3.1.3 All points run-through

- 3.1.3.1 The Machine Controller must report all points run-through to the signaller. A point's run-through could affect the signals on lines outside of the possession, hence the importance that this is reported before any other assessment of damage. (See 3.2.2.1 d)

3.2 Assessment of damage

3.2.1 Damage to the vehicle

- 3.2.1.1 For all collisions the operator and Machine Controller should together examine the point of impact on the vehicle for any obvious damage. They should then make an assessment, depending on

their findings, of what further action testing needs to take place. For point run through the operator and Machine Controller should examine the rail guidance wheels of the vehicle for signs of damage. Where necessary a technically competent person should inspect the vehicle.

- 3.2.1.2 The operator and Machine Controller or technically competent person should make an assessment, dependent on the severity of the impact, of what further inspection of the vehicle needs to take place (eg engine mountings, ruptured fluid lines etc). They should then make an assessment, depending on their findings, of what further action testing needs to take place.
- 3.2.1.3 All collisions and point run throughs must be recorded in the vehicle log book.
- 3.2.1.4 The operator should ensure that the vehicle owner is informed of any collision and point run through.
- 3.2.1.5 The technically competent person must ensure the details are recorded with the Operator's control centre. The control centre will escalate the investigation as necessary.

3.2.2 Other damage

- 3.2.2.1 The operator and Machine Controller should examine the object the vehicle collided with for obvious signs of damage.
- a) Where this is a bridge, or any structure above or below the railway, this must be reported to Network Rail National Operations Centre (irrespective how minor the collision).
 - b) Where this is any other concrete/ brick structure it must be reported to the ES/PICOP who will either assess potential damage themselves, or arrange for assessment.
 - c) Where this is overhead line equipment or third/fourth rail equipment, it must be reported to the local electrical control room.
 - d) Where this has been as the result of a points run-through the operator and Machine Controller must report the run-through to the ES/PICOP. The ES/PICOP should inform Network Rail National Operations Centre, who will arrange examination of the track work and point gear.

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- e) Where this is any other structure the operator and Machine Controller should assess for damage – if they have any doubts they should report immediately to ES/PICOP.
- f) Where this is another vehicle the operator of the vehicle that has been hit and Machine Controller should together examine the point of impact on the vehicle for any obvious damage. They should then make an assessment, depending on their findings, of what further action and testing needs to take place. The collision must be reported in the log book of the vehicle that has been hit and of the vehicle that ran into it .If the vehicle that has been hit is unattended the Machine Controller should contact the vehicle owner (name and number as displayed on side of vehicle) to report the collision.
- g) Where this is personnel or livestock the Machine Controller should immediately arrange medical attention (doctor or veterinary). The operator and Machine Controller should assess for damage to the vehicle once the person or animal is attended to.

3.3 Additional requirements following serious incident

3.3.1 The Operator should ensure that a technically competent person examines the vehicle. As a minimum the following should be assessed:

- inspection of axle or wheel bearings
- inspection and testing of RCI and slew/height limiting system where fitted
- examination of brake components
- testing of brakes
- structural examination
- examination of couplings and drawgear where fitted
- examination of suspension components
- visually check profile of vehicle(s) (to assess if kinematic envelope is affected)

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- visually inspect rail guidance system for damage
- any other test, examination or measurement deemed necessary by the technically competent person, or engineer appointed by the Operator

Where necessary, the vehicle should be quarantined.

4 Brake defects

4.1 Types of incidents

4.1.1 Brake related incidents fall into two basic categories:

- defective brakes (or allegation of poor brake).
- dragging brakes

4.1.2 When notification of such an incident is received, the actions in the following sections, relating to each category of incident, should be taken.

4.2 Brake tests for defective brakes or allegations of poor brakes or any incident of signals passed at danger

4.2.1 Operators should have in place management procedures to cover the actions to be taken following the report of a signal passed at danger. It is recommended that in all cases of signals passed at danger the brakes of the vehicle involved are tested as described in this section.

4.2.2 Where there is any allegation of poor/defective brakes or signal passed at danger the vehicle must be immediately taken out of service and the brakes tested as described in this section.

4.2.3 Operators should ensure a technically competent person carries out brake tests which are sufficient to determine whether or not the brakes and/or braking system were responsible for, or contributory to, the incident. They should include test record sheets and where appropriate cover two broad types of tests:

- a) those for hand brake or parking brake
- b) those for the service brake to test for its effectiveness. Key parameters should be measured, recorded and compared with specified values and tolerances.

4.2.4 Where an allegation has been made of a vehicle having poor brakes the vehicle should be immediately checked at very slow speed to check whether the brakes are working at all, with necessary precautions to prevent a runaway. Once this is confirmed the vehicle should be moved to level track and tested by

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the technically competent person in accordance with its maintenance plan prior to recommencing any work. (Note that an allegation of poor brake found during COP0014 testing should be dealt with as specified in COP0014).

- 4.2.5 Where an allegation of poor brake has been made against a vehicle whilst towing, the towing vehicle and other vehicles in the consist shall be tested together, preferably without touching any intermediate connections and couplings.
- 4.2.6 Any allegation of poor brake should be recorded in the vehicle's log book (together with track and weather condition and any action taken on site). If the parking brake has been applied whilst the vehicle is still moving this must be reported in the log book (the application of the parking brake could cause damage on some vehicle designs).
- 4.2.7 Any vehicle that fails the brake test should be quarantined until repaired. The Operators' control centre should be advised.

4.3 Dragging brakes

- 4.3.1 If a vehicle is noticed with a suspect dragging brake (ie wheel not rotating) the movement must be stopped immediately and the cause found.
- 4.3.2 Before returning the vehicle to use the operator should examine the wheels for signs of damage, especially wheel flats and signs of overheating. The limits of acceptable tread damage will be specified by the vehicle manufacturer. If the operator is in any doubt concerning the wheel condition the vehicle should be examined by a technically competent person.
- 4.3.3 Any incident of dragging brake should be recorded in the vehicle's log book (together with any action taken on site)
- 4.3.4 Where damage has been found on the rail wheels (normally significant flats) this must be reported to the ES or PICOP to arrange inspection of the rails.

5 Incidents involving allegation of excessive speed

5.1 Initial assessment

- 5.1.1 When an allegation of excessive speed is made the Machine Controller should stop the work and assess the site and evidence.
- 5.1.2 Confirmed occurrences of over speeding should be reported to Network Rail National Operations Centre. Where it is obviously operator error the vehicle operator should be dealt with as per the Operator's procedures and reported to the ES (or PICOP if outside worksite) and Operator's control centre.
- 5.1.3 Where the operator has inadvertently incurred an overspeed, the following equipment, where fitted on the vehicle should be examined by a technically competent person:
- Speedometer
 - Engineering means for limiting speed
 - Audible device for warning of overspeed.
- 5.1.4 Any incident of alleged speed indication or control device defect should be recorded in the log book (together with track and weather condition and any action taken on site).

5.2 Testing of speed indicating and control systems

- 5.2.1 Tests of speed indicating systems may be required as the result of actions taken after an incident. In all instances the testing should be carried out by a technically competent person. The testing should first be carried out without adjustment to the system.
- 5.2.2 The speedometer test should embrace the whole of the speed range of the speed indicating system, as far as is practicable and should cover:
- Accuracy of readings or indications using manufacturers instruction
 - Inspection for intermittent or jerky operations

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- Determination of clarity, cleanliness and illumination of the indicators
- Assessment of integrity of connections and components that cannot be included in the test.

5.2.3 The limiting device and audible warning device should be tested as per manufacturer's instructions.

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6 Fires

6.1 General

6.1.1 All staff should be aware of their responsibilities as shown in the Rule Book.

6.2 Initial assessment

6.2.1 When the operator is aware of a fire on the vehicle they should immediately stop the vehicle and apply the handbrake. Note that where practicable the vehicle should be stopped in a position not on a bridge/viaduct or in a tunnel or in a station. The operator should then assess their ability and that of any other personnel to egress the vehicle – if necessary with the aid of a fire extinguisher.

6.2.2 The operator, once in a position of safety, should report the fire to Machine Controller before making any attempt to extinguish the fire.

6.2.3 The Machine Controller should inform the ES if in a worksite, or the PICOP if outside a worksite.

6.2.4 If the fire is so severe that it cannot be extinguished immediately and the adjacent line is open to traffic the Machine Controller should contact the signaller as described in Rule Book.. Where the site is under overhead line equipment or in third/fourth rail area the Machine Controller should immediately inform the electrical control room or arrange for this to be done.

6.2.5 Where the fire is so severe that it cannot be extinguished and the signaller has been informed, the signaller will arrange attendance by fire brigade. Where the signaller has not been informed the Machine Controller will arrange fire brigade attendance.

6.3 Post fire assessment

6.3.1 Once the fire has been extinguished an assessment should be made as to whether it is safe to re-enter the vehicle. Where the fire brigade has attended the incident they should give permission before anyone approaches the vehicle.

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- 6.3.2 When it is considered safe to re-enter and before anything is restarted, an assessment should be made by the operator and Machine Controller, and where necessary a competent person, to agree the cause of the fire.
- 6.3.3 Once the cause is agreed, and the risk of re-ignition is not probable, a visual examination should be made of the affected area. Where damage is found which could cause vehicle defects the vehicle should be declared a total failure and the Machine Controller should make arrangements to tow the vehicle to a suitable location.
- 6.3.4 Where no (or very little) damage is found, before normal operation commences the following checks should be made:
- Brakes
 - Lights
 - Functional check of all systems whose electrical circuits could be in area of fire
 - Functional check of all hydraulic, pneumatic, and fuel systems whose pipe work could be in the area of the fire.
- 6.3.5 All fires, irrespective of how small, should be recorded in the vehicle log book. Note it is recognised that where the vehicle has been completely gutted by fire the log book is unlikely to be capable of use.
- 6.3.6 The ES (or PICOP if outside worksite) must ensure that details are recorded with the Operator's control centre. The control centre will escalate the investigation as necessary.

6.4 Damage to infrastructure

- 6.4.1 The ES/PICOP should examine the site of any reported fire to assess the infrastructure for potential damage.
- 6.4.2 The ES/PICOP should assess the scale of the fire and where the site is under overhead line equipment or third/fourth rail area should consider the need to inform the electrical control room.

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7 Quarantine arrangements

- 7.1 The following should be considered by the IPPOL when quarantining OTP after an incident.
- a) Make the OTP safe (all actions should be recorded).
 - i) If necessary, off track the OTP to a safe position and in some cases move to the storage site. (A preferential storage site would include a covered area with lockable doors to prevent OTP movement).
 - ii) Unauthorised access should be restricted.
 - iii) No further movement, adjustment or use of the OTP is allowed without authorisation from the investigating body.
 - b) Ensure all documentation is left within the item of OTP and secured.
 - c) The OTP should not be repaired, serviced, maintained or cleaned.

Appendix A Check lists

Derailment

2.1.1	Initial action by operator	
2.1.2	Initial assessment	
2.1.3	Risk of further instability	
2.2.1	Initial assessment	
2.2.2	Damage to the vehicle	
2.2.3	Reporting	
2.3.1	Recovery of vehicle back onto track	
2.4.1	Assessment of damage to track	
2.4.2	Assessment of damage to other infrastructure	

Collision or point run through

3.1.1	Injury to personnel	
3.1.2	Collision or point run through resulting to derailment	
	2.1.3 Risk of further instability	
	2.2.1 Initial assessment	
	2.2.2 Damage to the vehicle	
	2.2.3 Reporting	
	2.3.1 Recovery of vehicle back onto track	
3.1.3	All point run throughs	
3.2.1	Damage to vehicle	
3.2.2	Other damage	
3.3.1	Additional requirements following serious incident	

Brake defects

4.1	Type of incident	
	Defective brake – allegation poor brake	
	Defective brake – vehicle not stop	
	Defective brake – signal passed at danger	
	Dragging brake	
4.2	Test for defective brake	
4.3	Test for dragging brake	

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Incidents involving allegation of excessive speed

5.1	Initial assessment	
5.2.1	Testing personnel	
5.2.2	Testing of speed indicating equipment	
5.2.3	Testing of speed sensing equipment	

Fires

6.2.1	Initial discovery of fire	
6.2.2 - 5	Reporting of fire	
6.3.1	Post fire re-entry	
6.3.2	Assessment of cause of fire	
6.3.3	Assessment of damage to vehicle	
6.3.4	Post fire checks	
6.3.5 - 6	Reporting of fires	
6.4.1	Assessment of damage to infrastructure	
6.4.2	Assessment of damage to electrification equipment	

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References

Document	Title
GM/RT2273	Post Incident and Post Accident Examination and Testing of Vehicles
GE/RT8000	Rule Book
M&EE COP0007	On/Off Tracking of Road Rail Machines
M&EE COP0014	Trailers and attachments with RRV's an RMMM's
RIS-1530-PLT	Engineering Acceptance of Possession-only Rail Vehicles and Associated Equipment