

**Incident**

**RRV and Plant Precautions in Possessions: Axle Counter Resilience**



**Summary Problem Statement**

There have been a number of instances on Western Route in which it has not been possible to return to normal working after a T3 possession has been given up because axle counter sections cannot be reset remotely by the Signaller.

**Background**

The required action has been for technicians to reset analogue cards in the trackside equipment as these have been found to be electronically frozen in the EAK. As this has occurred after the T3 possessions have been given up significant delays have occurred to train services.

**LEARNING:**

The Axle Counter Standard, NR/L2/SIG/30080 contains guidance for those working on lines equipped with axle counters:

- Work planners and those with responsibility for managing works in axle counter areas should understand how their work could potentially affect the equipment operation or cause damage;
- The person(s) in charge of any track work should brief all track workers to recognise axle counter trackside detection points. This should include basic recognition of axle counter equipment and awareness of working proximity;
- Metal objects, including shovels, should be kept at least one metre away from all rail contacts in order to avoid the axle counter detecting them;
- Care should be taken when removing litter from around rail contacts;
- Vehicles or trolleys should be at least one metre from any rail contact when accessing the rails.

**FURTHER PRECAUTIONS WITH RRVs**

Management of RRVs and other rail mounted plant is absolutely critical:

- Machine Operators and Controllers must ensure that machines are not stopped for stabling or for work activities within two metres of axle counter heads;
- No machine movement must reverse in the vicinity of axle counter heads but must instead run completely clear of the two metre zone before stopping;
- If it is identified during planning stages that the arrangements above may not be achievable, signal engineering guidance must be sought and a mitigation plan put in place. The attendance of signalling technicians must be considered.

**BRIEFING**

All RRV operators and controllers, ESs, Picops, Principle Contractors, Maintenance Teams.