

## PART 1 – Occurrence Description

Time & Date	10/02/2025 @ approximately 23:30 hours
Organisation	Iarnród Éireann Railway Undertaking (IÉ-RU) & IÉ Infrastructure Manager (IÉ-IM)
Location	Westport Yard
Rolling Stock	Rolling stock involved: <ul style="list-style-type: none"><li>• Intercity Railcar (ICR) Set 22 – six piece 22139 (leading), 22739, 22639, 22539, 22439 and 22339.</li><li>• Locomotive 076 and twelve empty timber wagons.</li></ul>
Parties	The parties involved were the driver and shunter.
Accident Description	<p>On the 10<sup>th</sup> February 2025, an ICR was driven onto the Shed Road in Westport Yard in expectation of the arrival of the Timber Train into the Cabin Siding. The ICR was fouling into the loop.</p> <p>The driver for Locomotive 076 undertook a number of shunting movements before propelling the timber wagons down the loop siding, colliding with the ICR which was fouling the loop, causing damage to the leading cab (22139) and a timber wagon.</p> <p>The physical damage is estimated to be €100,000; the actual value will not be known until the remedial works have been undertaken.</p>
Definitions	<p><b>Propel</b>                      A train or vehicle(s) must be regarded as propelled when pushed by a traction unit.</p> <p><b>Shunter</b>                     Any person performing shunting duties.</p> <p><b>Shunting movement</b>      The movements of trains or vehicles other than the normal passage of trains along running lines.</p>

## PART 2 – Evidence

### Evidence reviewed

Evidence included: CCTV of the accident, photographs (Figure 1 to Figure 5), statements, On Train Data Recorder (OTDR), IÉ Rule Book, Professional Shunters Handbook, review of staff competencies, and measures/ modifications taken since the accident.

### Photographs



Figure 1 – Timber train and ICR



Figure 2 – Timber train and ICR



Figure 3 – Damage to ICR

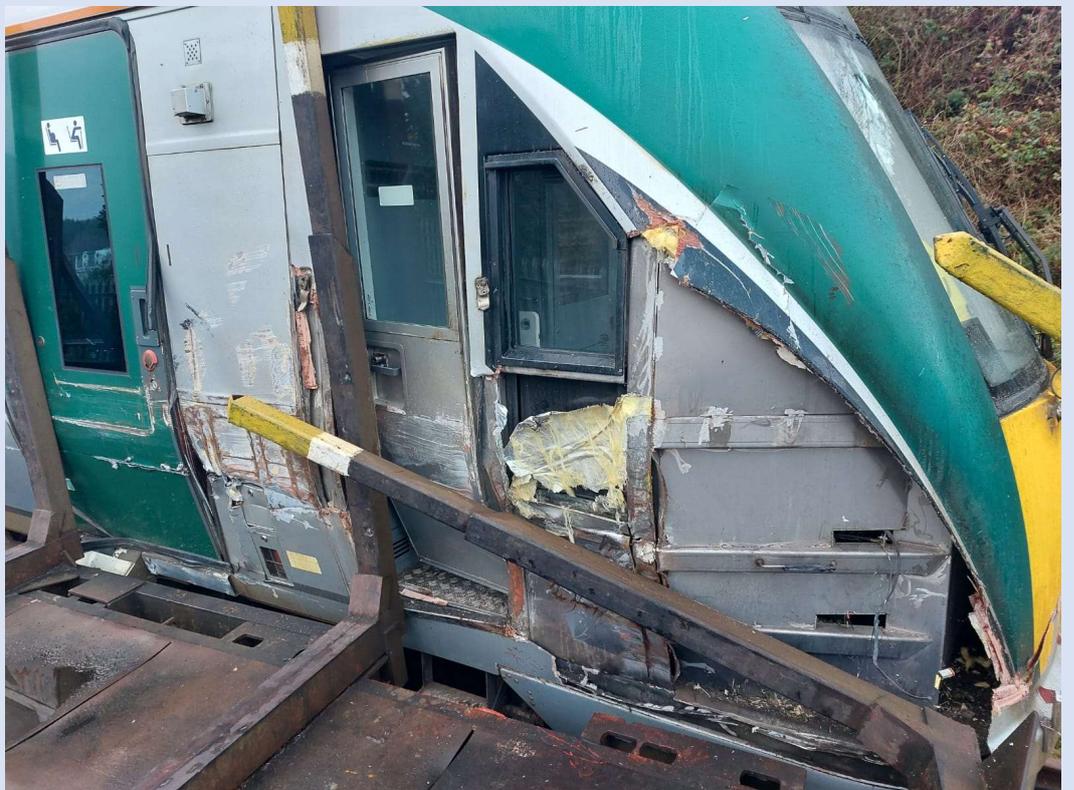


Figure 4 – Damage to ICR



Figure 5 – Stopped position of timber train in relation to the ICR

### **Section H, Operation of Trains, IÉ Rule Book**

Section H, Operation of Trains, Instructions to Drivers (3.0), Stopping the train (3.5.6) in the IÉ Rule Book states:

- You must stop the train with care, taking into account all the conditions which are relevant;
- In sidings, avoid stopping foul of other sidings as far as practicable.

### **Section J, Shunting, IÉ Rule Book**

Section J, Shunting, in the IÉ Rule Book states:

- Particular care must be taken during shunting to prevent: collisions resulting from a failure to ensure vehicles are not left unsecured or standing foul of other vehicles (Prevention of Accidents (1.3));
- Ensure that any road vehicle or other equipment is well clear (Section 4.3.1, What you must do before shunting starts (Instructions to Shunters (4.0)));
- Ensure vehicles are within trap points, derailleurs or scotch blocks and not foul of any other line or inadvertently left on a running line (Section 4.3.5, What you must do when shunting is completed (Instructions to Shunters (4.0))).

### **IÉ Professional Shunters Handbook (2012)**

In terms of reducing the risk of collisions, Key Principle 4, general tips to avoiding operating incidents, collisions and derailments, of IÉ's Professional Shunters Handbook (2012) states "Maintain a good lookout for trains/vehicles left foul".

### **Westport Shunting Plan**

The Westport Shunting Plan outlines the sequence in which the appropriate signals are required to complete the movement, it does not include any safety related information for the shunter or driver, this is included in the IÉ Rule Book and IÉ Professional Shunters Handbook, above.

## PART 3 – Measures taken since the accident

### Measures taken by IÉ-RU since the accident

IÉ-RU Safety Department issued a Safety Alert (Ref: RU-Ops-SA11) on the 13<sup>th</sup> February 2025 outlining the occurrence, stating what happened, where it occurred and photographs showing the damage to the trains (noting no additional shunting instructions), see Figure 6.

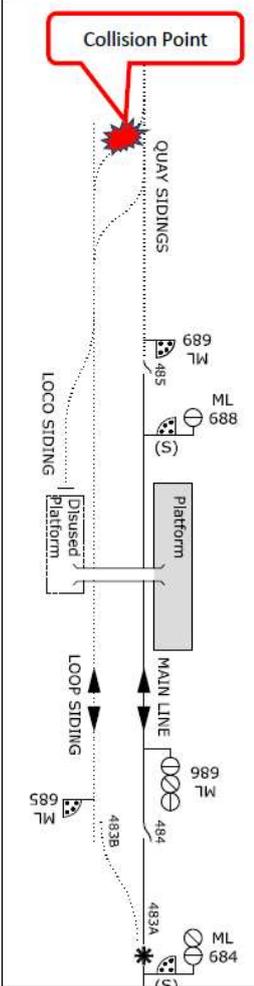
 <b>Iarnród Éireann</b> <b>Irish Rail</b>		<b>RU Safety Department</b>		Reference No.	RU-Ops-SA111
				Status	Live
				Issue No.	1.0
				Date of Issue	13/02/2025
				Prepared by	Kevin Corkery
				Checked by	Nora Balfe John Geraghty
				Approved by	Joe Sullivan
<b>Date/Time:</b> 10/02/2025 23:30 approx.		<b>Location:</b> Westport			
<b>What happened?</b> (Based on available details)		<ul style="list-style-type: none"> <li>Empty 6 car ICR set was stabled on the Loop Siding in Westport</li> <li>The ICR was positioned fouling the Quay Siding</li> <li>A timber train was propelled into the Quay Siding</li> <li>The timber train collided with the ICR and both trains sustained considerable damage</li> </ul>			
					
The content of this alert is based on the information currently available. The Incident is under investigation					

Figure 6 – Safety Alert

Immediately after the accident IÉ-IM erected a temporary fouling points marker.

On the 14/03/2025 IÉ-IM erected permanent fouling points markers, see Figure 7.



Figure 7 – Fouling Points Marker

## PART 4 – Analysis & Conclusions

Documentation	Had the shunter and driver applied all the principles and instructions outlined in the IÉ Rule Book and the Professional Shunters Handbook, the accident would not have occurred.
Safety Alert	Safety Alert (Ref: RU-Ops-SA11) has informed relevant staff of the accident and outlined the consequences of not adhering to the principles and instructions related to shunting.
Fouling points markers	Fouling points markers have been erected at Westport Yard which will give clear visual aid to shunters and drivers in relation to vehicles fouling the line.

## PART 5 – Urgent Safety Advice Notice

USAN Date	Issued on the 28/03/2025
USAN Title	Shunting Instructions & Engineering Controls
USAN Number	USAN 005
Addressee	IÉ-RU, IÉ-IM & Commission for Railway Regulation
Implementer	IÉ-RU & IÉ-IM
Accident synopsis	A timber train collided with a stationary ICR, which was fouling the line, in Westport Yard.
Safety Issue Description	There was no physical fouling points markers to assist drivers in ensuring that their vehicle was not fouling the line.
Possible consequences	There is a risk to IÉ-IM staff and/ or contractors, related to injuries from collisions. There is a risk to IÉ rolling stock related to collisions during shunting.
USAN Safety Recommendation 1	<b>IÉ-IM, in conjunction with IÉ-RU Operations, should risk assess all siding locations with a view to identifying whether fouling points markers should be installed at other siding locations.</b>