

otsi

THE OFFICE OF
TRANSPORT
SAFETY
INVESTIGATION

safe and reliable transport services for new south wales



Interim Factual Statement

Lapstone

1 March 2005

Derailment

Interim Factual Statement

Rail Safety Investigation

Derailment of Pacific National Freight Train at Lapstone - 1 March 2005

Overview

At approximately 13:45hrs on 1 March 2005 a freight train, CB76, operated by Pacific National derailed between Glenbrook and Lapstone and travelled a further 4.78kms before coming to a stop. All but one of the wagons remained on the rails and the derailed wagon remained upright.

The driver of the train was not aware of the derailment until he was alerted to the fact, by radio, by a signaller at Penrith. The signaller had been contacted by station staff at Lapstone who observed dust and dirt coming from beneath the wagon as it passed through their station.

There were no injuries but approximately 4.28kms of track was damaged as a consequence of the derailment. In the process, ballast was dislodged from a rail bridge onto part of the Great Western Freeway shattering the windscreen of a car in the vicinity.

The rail line was reopened at 22:30hrs on 1 March 05, but a 40kph speed restriction was imposed over the damaged track.

Investigation

A preliminary investigation has established that the wagon derailed when an axle bearing failed. OTSI has commenced a detailed investigation into the accident and seeks to establish the following:

- a) the factors, both primary and contributory, which caused the accident;
- b) whether the accident might have been anticipated and the effectiveness of any strategies that were in place to manage the related risk/s;
- c) the effectiveness of emergency actions in response to the accident; and
- d) any other matters arising from the investigation that would enhance the safety of rail operations.

Once completed, OTSI's investigation report will be tabled in Parliament by the Minister for Transport as required by Section 68 of the Rail Safety Act.