

**Information note on the progress of the survey  
on the fire of the ENORAIL ballast and track substitution train  
at Saint-Hilaire-Bonneval on the Brive-la-Gaillarde line  
28 May 2021**

**Warning:**

*The BEA-TT technical investigation is not yet complete.*

*The following progress note is part of a process aimed at informing about the progress of the technical investigation and announcing the first preventive orientations to the entities concerned as soon as possible.*

*It is based on elements that are still partial.*

The ENORAIL train is a track renewal factory train.

On Friday 28 May 2021, this train was on its way from the Brive-la-Gaillarde work base to the Limoges work base, before joining a work formation to a track and ballast renewal site near Limoges.

As the train passed through Pierre-Buffière station, the traffic officer detected that several axles were generating sparks and black smoke. Alerted, the transport regulator warned the train driver and requested that the train be stopped.

The train came to a halt while straddling a level crossing. A few minutes after it came to a halt, the fire that had broken out suddenly increased in intensity. The fire spread to the surrounding vehicles by setting fire to the conveyor belts. The rapid, effective and targeted intervention of the fire brigade made it possible to contain the fire and extinguish it, preventing it from spreading to vehicles containing large quantities of fuel.

There were no injuries in this event. The fire could have had more serious consequences if a passing train had occurred or if the train had stopped in a tunnel. Train operations resumed the next day after the train was evacuated and the track was temporarily repaired.

From the observations made, it appears that the cause of the fire was the concomitance between, on the one hand, the presence of a flammable material in a risk area around the wheels and braking system of some of the train's bogies and, on the other hand, a very intense heating on the running surface of the wheels of a section of the train. These two conditions created a fire catch above the 17<sup>e</sup> bogie of the "track substitution" train section (SVB800).

The cause of this excessive temperature rise is probably the incomplete brake release of the axles of certain vehicles following the failure of one of the components of the braking system.

The braking systems are currently being examined in coordination with the judicial expertise. It includes the analysis of the different components of the braking system of the burnt vehicle.

The enquiry report will be published based on the results of these investigations.

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