

Infrastructure Safety Bulletin 250

Croydon DU – Track Worker Struck by Train – Re-brief

APPLICABLE TO : ALL STAFF

A recent incident occurred where a track worker was struck and severely injured by a train.

- Please read the attached Infrastructure Group Safety Bulletin 250
- In light of the above incident can we remind all operatives of the need to be vigilant when on and around the track and to know their position of safety at all times.

Infrastructure Safety Bulletin 251

Near Miss Reading DU Westbourne Park – Re-brief

APPLICABLE TO : ALL STAFF

A recent incident occurred where a subcontractor was involved in a near miss at the above location.

- Please read the attached Infrastructure Group Safety Bulletin 251
- In light of the above incident can we remind all operatives of the need to be vigilant when on and around the track and to know their position of safety at all times.

All track workers should have received a stand down briefing concerning these two incidents.

This alert is intended to highlight the importance of these incidents.

If you have any concerns about the safe working arrangements or systems in place concerning yourself remember the Worksafe procedure.

Additionally you can contact any of the safety and training team on 01785764477 or 07919326158 (out of hours).

No: IGS 250

Infrastructure Group Safety Bulletin

Croydon DU – Track worker struck by train

Background

At approx. 05:31hrs on Sunday 12th June, 2011 a member of maintenance staff was struck and severely injured by a train.

The Injured Person (IP), an Assistant Section Manager for the local track section, together with his Track Section Manager and a team of track staff, were undertaking pre-planned track maintenance in the vicinity of T1666 points at Stoats Nest Junction, Purley.

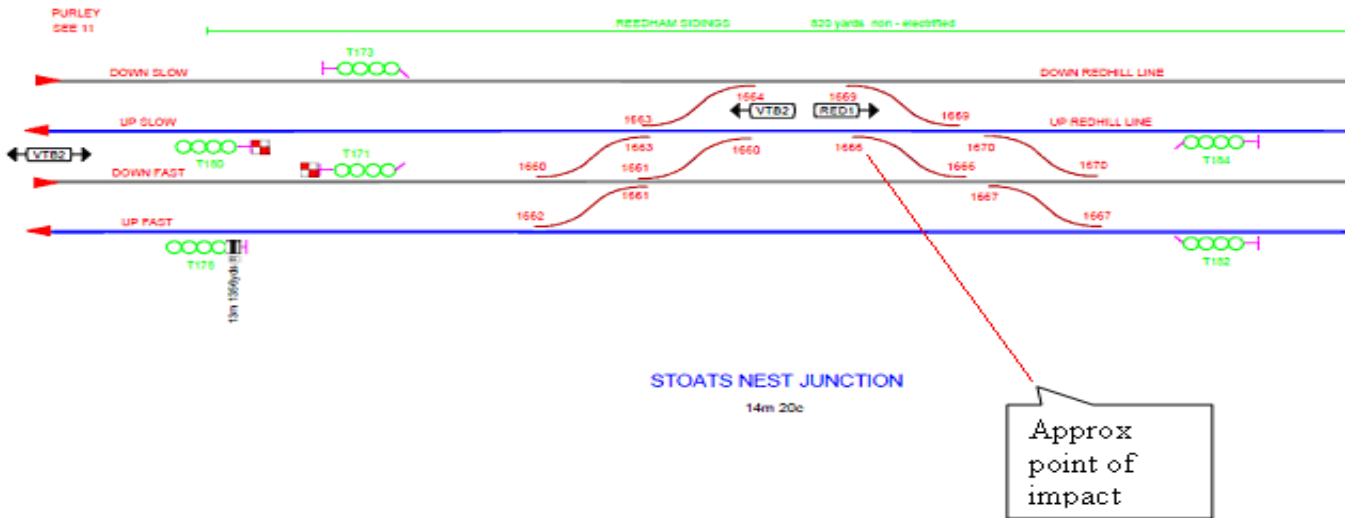
The team were working in an engineer's possession with associated traction current isolations. This comprised of three separate parts. At the commencement of works (approx. 00:05 hrs Sunday 12th June 2011), the lines under possession were the Up and Down Quarry lines and the Down Platform loop with the remaining Up and down Redhill lines open to normal traffic.

At approx. 01:05hrs and as planned, the possession was increased to include the Up Redhill Slow. The one remaining line (the Down Redhill line) was open to traffic for both up and down direction movements under Pilot Working.

During the course of the part two possession, the team were installing a closure rail between the A and B ends of T1666 points. For reasons that are not currently understood, the rail planned to be used was of insufficient length and the team had to source a longer rail to complete the works. It is understood that this delayed the progress of the planned works.

At approx. 05:10hrs and as originally planned, the possession was converted to part three. Part three of the possession reverted the arrangements to the same protection as part one - Up and Down Quarry lines and the Down Platform loop under possession with the remaining Up and down Redhill lines opened to normal traffic.

The below diagrams show the layout of the site and the location of the accident. At this stage in our investigations it is not possible to state the cause(s) however; the immediate investigation is centered on the activities being performed, proximity of the adjacent Up Redhill line that had earlier been re-opened to traffic and the planned and actual methods of protecting staff from movements on the adjacent line



Action

- All employees who work on and around the track are to be briefed on the circumstances surrounding this accident before commencing their next shift.
- During the briefing employees should be reminded of the need to be vigilant when on and around the track and to know their position of safety at all times

Issued by Justin Page Head of Safety & Compliance

No: IGS 251

Infrastructure Group Safety Bulletin

Reading DU – Track worker Near Miss at Westbourne Park

Background

On the 12/06/11 at 01:10 hours there was an electrical flash from Gantry J02/18. Thames Turbo 2P97 was travelling towards Paddington on Line 3 and had become stationary after the flash, as the driver thought he had struck someone. A COSS subcontracted by the Reading DU from JBS McGinley, had been standing in the four foot of Line 3, carrying out the isolation of the OHLE, which he believed to be Line 4. The COSS had successfully applied earths to Lines 4, 5 and 6 at Gantry J01/35. He then went to Gantry J02/18 to apply earths to Lines 4, 5 and 6. Upon initial investigation it appears the COSS had mistaken Lines 3, 4 and 5 for Lines 4, 5 and 6.

The COSS successfully applied earths to Lines 4 and 5 and then stood in the four foot of Line 3 and attached the earth to the OHL which resulted in an electrical flash. The track worker assistant who was standing in the four foot of Line 4 saw a train approaching the COSS on Line 3 and he shouted to the COSS to clear the line. The COSS jumped to a position of safety, but left the fibre glass isolation pole in situ, which was struck by the train. It was the train striking the pole, which made the train driver mistakenly; believe he had struck a person.

Initial Investigations

Upon initial investigations, it appears the COSS was mistaken when he was applying the earths. The COSS says he had worked in the general vicinity on the previous Saturday, but had not worked at this location before. It is reported that a site visit had not been carried out prior to the COSS attending site to apply the earths this weekend. The lines are numbered up in the signalling gantries. The COSS had been briefed by ES. The COSS had been issued earthing details from the Nominated Person

