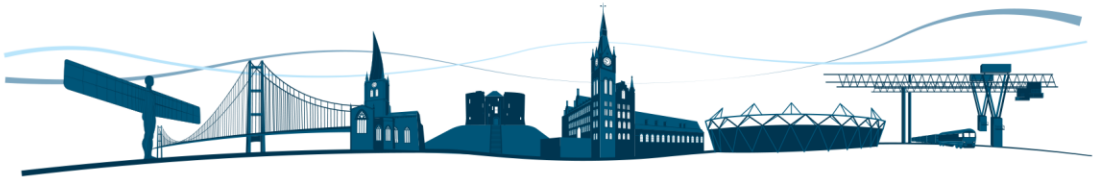
NetworkRail

CLIC

West Hampstead Signalling & Telecommunications Project
Renewals & Minor Enhancements

Issue 092
26th June 2024



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What's in this issue...

Lessons Learnt
Polydeck Bridge - Temporary Works

'A' Frame Fall
Power Supply Upgrade

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Charity Cycle

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STORY STOP.

Lessons Learnt

Polydeck Bridge - Temporary Works

What?

Structural polystyrene blocks were designed and installed to allow machinery and staff to access/egress all platforms at Biggleswade Station during a blockade.
Whilst attempting to move a piling rig across one of the bridges, a crack was observed. The piling rig was reversed off the bridge deck.
A telehandler also drove onto the second bridge and dislodged a coping stone.

Why?

1) Critical design inputs were not provided in time meaning that the design/check/assure process was rushed.
2) The bridge wasn't built or installed as per the design due to site difficulties and lack of experience in using this type of system.
3) Different bases used to those that were on the initial design in the mistaken belief that it would be ok, as the same system had been used previously elsewhere to transport piling rigs.
4) Narrower width base used creating greater pressure on each geofoam block.
5) Temporary works checks not completed with full diligence.
6) Leadership on site had a desire to 'get the job done.'
7) On call process not followed.

Questions:

- What measure can be taken on your project to ensure temporary works are always built as per the design?
- How can we ensure that our people always Take Five?
- At what point should you contact the On Call Manager?

PLAN SAFE
WORK SAFE

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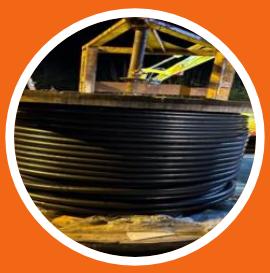
'A' Frame Fall
Power Supply Upgrade



Description of accident

Operatives were deployed to conduct a cable pull between Marshgate Junction and the River Don Bridge. The works were conducted in a road closure to allow for access at the level crossing.

After access onto the infrastructure was granted, the Road Rail Vehicle (RRV) was on-tracked onto the Up main line (ECM1) under the control of the crane controller. Using a telehandler, operatives then proceeded with loading an A Frame/Spool onto the rear trailer of the RRV at the level crossing.

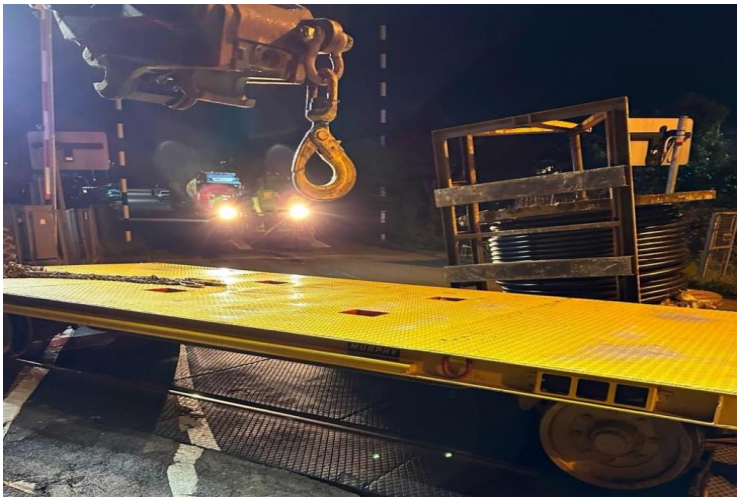
Due to access constraints at the level crossing with loading larger / heavier loads, the telehandler had to manoeuvre into position between the RRV and existing street furniture to allow for the load to be positioned centrally on the bed of the trailer.

The telehandler operator withdrew his forks from the A Frame and required the RRV to move away from the level crossing to allow for the telehandler to manoeuvre onto the level crossing and reverse back from the level crossing to retrieve more equipment.

The RRV moved back into position on the level crossing to allow for the equipment to be secured to the trailer bed at the level crossing. As this was done, the driver of the RRV made an uninstructed move of the machine arm and it came into contact with the trailer. This caused the A Frame/Spool to slide across the trailer and fall to the ground - narrowly missing an operative who had entered the exclusion zone without the crane controller's permission.

Initial actions taken / to be taken

- PSU Alliance have prohibited the use of 'A' Frames with skids on the underside of the frame.
- Loading sequence to be amended in Safe System of Work procedure.



Discussion points

- Equipment, such as A-Frames, to be suitable for intended task.
- Securely strap A Frames to the bed of the trailer as per NR-NR-L2-RMVP-0200-P509-ISSUE-4
- Exclusion zones must always be maintained and managed.
- Ensure competence is checked and the activities are understood by those involved.
- Ensure machine movements are pre-planned and authorised by the crane controller.
- All persons involved in the task must be fully briefed and understand the plan.
- Deviation from the plan: Stop works, re-plan the work & get authority for the plan & implement the plan.

Eastern Route to Success: Charity Cycle

The ‘Big Bike Ride’ for Charity

On Wednesday 19th June, colleagues from the Central Rail Systems Alliance (CRSA) and friends embarked on an incredible cycling journey from London Kings Cross to Edinburgh Waverley Station.

Route to Success

Over the following 4 days, the group pedalled their way through picturesque landscapes, all in support of The Brain Tumour Charity.

Each mile they covered brought them closer to their fundraising goal and helped to raise awareness for this important cause.

The route was designed to stay as close to the East Coast mainline as possible, and the group called in at Peterborough, Doncaster, York, and Newcastle stations along the way.

This cause is especially close to the CRSA team’s hearts as one of the team, Ali Gartshore's son, Lucas, has bravely battled and is now recovering from treatment for a brain tumour.

Together, let's make a difference for those affected by brain tumours.

For anyone who would like to donate, the JustGiving page link is https://lnkd.in/eku6pVCT

Central Rail Systems Alliance

Safety Bulletin

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Near miss between Road Rail Vehicle and Rail Delivery Train Operative

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRB24-07

Date of issue: 26/06/2024

Location: Raynes Park, Wessex Route

Contact: Glen Lyon, Business Support Manager (Rail & S&C), SCO, Route Services

Overview

At 02:45 on 29/05/2024, a Road Rail Vehicle (RRV) transited through a possession on an adjacent line to a rail delivery train (RDT) being set up to.
An RDT operative had to jump out of the way to avoid being struck by the RRV.

At the time, it was reported that:

- Works in a neighbouring worksite, involving the RRV, had been curtailed.
- The RRV movement took place without prior notification to the RDT team.
- No warning by the RRV operator.
- No Machine Controller accompanying the movement, they followed several minutes later.
- The RRV allegedly travelled at a greater than 5mph.

This event is currently under investigation by Wessex Route.

NR Standard *NR/L2/SCO/315 "Controls for the management of long welded rail delivery and recovery"* prohibits the operation or stabling of any rail mounted vehicle on the line the rail delivery train is operating or any adjacent line(s) within 4 metres.

This requirement has been in place since two RDT operatives were struck and killed by an RRV at Hednesford in 2004.

Discussion points

Planners

- Rail deliveries needs to be planned and executed in accordance with: Standard NR/L2/SCO/315 and Task Risk Control Sheet NR/L3/MTC/RCS0216/MAT04.
- Are all staff who are expected to oversee activities in worksites and possessions, involved in the planning of the works? This is an ideal opportunity to communicate the requirements of RDT worksites.
- Do deconfliction activities identify how neighbouring worksites might impact on each other eg if there is a late change? In this case the RRV egress point was through the RDT worksite.
- How is the communication of change led, controlled and understanding checked?

Safety Critical Staff

- Do briefings prior to starting work outline the risks or restrictions within the possession?
- How do teams in neighbouring worksites, collaborate to manage risks to each other from late changes?

Recent Accidents and Incidents

Date of Incident	Portfolio / Route	Projects	Location	Type of Incident / Accident	Event Description
20/06/2024	MPP - North East Coast	171068 - Leeds Short/Med Term Intervention	Bradford Foster Square	Lifesaving Rule Breach	D&A conducted on 4 Operatives - Result x 4 Fails
21/06/2024	E&P North & East	137861 – LNE Signalling Power Distribution	DOW Up Main, 02m76ch (Doncaster)	Route Crime	Cable had been deliberately placed onto the track so that an oncoming train would run over and cut the cable, BT Police were informed
23/06/2024	Buildings & Minor Enhancements North & East	170778 – Garforth AFA	Garforth	Personal Accidents or Assault	The Injured Person (IP), was installing fence panels when a 'crush injury', resulting in 'cuts and swelling' was sustained to the IP's right hand when the hand was 'caught between two base panels as they were coming together'.

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- **Do you have something to share?**
- **Can others learn from your work?**

SCAN ME

Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: **clic@networkrail.co.uk**

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