

# Safety Bulletin

*A serious incident has taken place*



## Near Miss with Advanced Lookout near Surbiton

Issued to: **Wessex**

Ref: **WXB 021116**

Date of issue: **21/11/2016**

Location: **Surbiton**

Contact: **Steven Edwards, WHSEA, Wessex Inner**



### Overview

A three man track patrolling team consisting of a Network Rail COSS/patroller and contract site and advanced lookouts were conducting a track patrol.

The COSS proceeded to inspect the up fast and observe the up slow, accompanied by the site lookout. As the COSS and site lookout continued the patrol, the advanced lookout walked, as he had been instructed, in the wideway, in-between the up slow and up fast lines.

The advanced lookout, who was approximately 200 yards ahead of the COSS and the site lookout reached the end of the wideway walking path, which is sign posted and continued to walk straight ahead into a standard ten foot, which narrowed gradually into a six foot.

At this point the advanced lookout was not in a position of safety and was at risk of being struck by trains approaching on either the up fast or up slow.

A passenger train, 1W96, approached on the up fast and the advanced lookout moved his body toward the up slow line as it passed. He could not egress into the up slow cess, because he had observed train 2J26 approaching on the up slow line.

Both trains passed the advanced lookout on either side of him, however they did not pass him at the same time. Train 2J26, which had passed him on the up slow, reported a near miss with the advanced lookout.

### Discussion Points

- How do you maintain a safe system of work, when using an advanced or distant lookout (especially where a moving worksite is in place)?
- How do you ensure that all members of your party have listened, taken in and understood the COSS brief?
- How do you or team mates know if you have strayed out of a position of safety, if you are focused on your work?
- What can be done in your areas to make all staff aware that they have reached the end of their safe walking routes?
- How well do we feedback to our planners whether our Safe System of Work Packs have helped to keep us safe? What else should we feedback to them?