

**Works Delivery**  
**Title: Two injuries whilst lowering running rails using Jacks.**

### **Incident 1**

On 11 January 2017 at 0650 hrs on the WPH2 between Fratton and Portsmouth Harbour, a member of staff suffered a foot injury.

A length of running rail was raised on rail jacks. When it was released from the rail jack; the IP was holding a heel bar within the 'drop zone'. The rail stuck the bar; the bar was forced out of his hand, falling to the ground with some force, striking the top of his foot behind the steel toe cap causing bruising to his toes.



### **Incident 2**

On 19 February 2017 at 10:00 hrs at Millbrook on the BML2 between Southampton and Redbridge, a member of staff suffered an injury to his hand.

A team were changing sleepers, the running rail had been jacked up by a simplex jack; the IP was in the process of clearing out ballast from underneath the base plate of the rail, when another operative released the jack without prior warning. The IP's right hand became trapped by the baseplate, his hand immediately became swollen, but no bones were broken.



### **Lessons Learnt**

When lowering rails on jacks:

1. A clear line of communication must be established under one nominated person.
2. Prior to the drop, the nominated person gives clear instructions to 'clear',
3. All others remove tools and body parts in vicinity of drop zone and confirm back that tools and body parts are 'clear'
4. The instruction is given to lower rail.

***No parts of the body should ever be present under suspended loads.***

### **Additional Information**

Reference: Task Risk Control Sheet  
NR/L3/MTC/RCS0216/SP11 - Use of Jacks.  
Reference: Infrastructure Plant Manual  
Module P515 – Track Jacks