

Works Delivery Stand Down Brief

20 February 2017

What is the reason for this stand down Brief?

It is a Works Delivery Wessex Procedure that following 2 accidents of similar nature within a short period of time, a formal discussion is required to look at the associated risks, issues and procedures to assist with embedding due process and reducing the probability of reoccurrence

What Happened

Incident. 1

On 11 January 2017 at 0650 hrs on the WPH2 between Fratton and Portsmouth Harbour, a member of staff suffered injury to his foot, immediately behind the steel toe cap section.

When the rail was released from the jack, a heel bar the IP was holding was still under the rail and not clear. This led to the bar being forced out of his hand, falling to the ground and striking the top of his foot, causing bruising to his toes.



What Happened

Incident. 2

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

A team were changing sleepers at Millbrook, the running rail had been jacked up by a simplex jack, IP was in the process of clearing out ballast from underneath the base plate of the rail, when another operative released the lift without prior warning. This led to IP's right hand becoming trapped by the baseplate. His right hand immediately swelled up and the decision was made on site for him to be taken to Southampton General Hospital by another member of staff.



Procedure

When lowering rails:

A clear line of communication must be established under one nominated person:

Prior to the drop, one nominated person gives clear instructions to 'clear'

All others remove tools and body parts in vicinity of drop zone and Confirm back tools and body parts are 'clear'

Instruction is given to lower rail.

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

These accidents, while under level 1 investigation, would not have happened if the above process had been adhered by all on site

Task Risk Control Sheet

Risk Control Sheet -

NR/L3/MTC/RCS0

216/SP11

Use of jacks		RCS No: NR/L3/MTC/RCS0216/SP11 Issue: 2											
 <ul style="list-style-type: none"> • Trapped Limbs • Derailment • Manual Handling <table border="1"> <tr> <td>Personnel Involved</td> <td>E&P</td> </tr> <tr> <td></td> <td>S&T</td> </tr> <tr> <td></td> <td>Track</td> <td>✓</td> </tr> <tr> <td></td> <td>Off Track</td> </tr> <tr> <td></td> <td>Property</td> </tr> </table>			Personnel Involved	E&P		S&T		Track	✓		Off Track		Property
Personnel Involved	E&P												
	S&T												
	Track	✓											
	Off Track												
	Property												
Tools / Equipment Pan Jack, Trip Jack, Slewing Jack, Toe Jack													
Plant	None												
Key Risks	Controls	Implemented By											
All Tasks	<ul style="list-style-type: none"> • Planned preventative maintenance programme shall be implemented • Pre use checks shall be undertaken including check of inspection date • Always use correct Jack for task and safe system of work 	Line Manager All Staff											
Trapped Limbs	<ul style="list-style-type: none"> • Use correct Jack for task and safe system of work • Do not overload the rating of the jack • The jack shall have a level and stable base to stand on • When using trip jacks check that all personnel are clear before tripping • When using jacks check that all personnel are clear whilst lifting operation is underway • Check clothing / limbs / other staff are clear when raising/lowering • Use the correct handle and check that it is correctly seated in the socket 	Team Leader All Staff											
Equipment Damage	<ul style="list-style-type: none"> • Do not use inappropriate means to position jack 	All Staff											
Derailment	<ul style="list-style-type: none"> • If train passages are required, obstructionless jacks shall be used 	Team Leader											
Manual Handling	<ul style="list-style-type: none"> • Always lift jacks with the appropriate handle 	All Staff											
Electrocution	<ul style="list-style-type: none"> • See Risk Control sheets NR/L3/MTC/RCS0216/GA20 Working Adjacent to DC Electrified Rails Risk Level 1-5, 	Team Leader / COSS											
Slips, Trips & Falls	<ul style="list-style-type: none"> • Remove handle when not in use • Use the correct handle and it is correctly seated in the socket • Do not stand on item being jacked • When using check a firm footing is available • Adopt the correct stance and position relative to operation to prevent falls if tension is released • As far as is practicable remove all tripping hazards from around the work activity 	All Staff											

Track Work Instructions

Click on the below link to provide more details

V:\SZ\WMA2Groups\Wessex Works Delivery\Safety\Alerts\NR_GN_TRK_7001_TWI2P036.pdf

Questions to the team

- Who holds the competencies for jacks
- What are the risks associated with working around jacks – how do you mitigate these?
- How are you going to protect your colleague
- What are you going to do differently?

