

DRAM Team

Near Miss on Limited Clearance Structure

Incident.

On 23rd March at 1106 hrs at a limited clearance structure sited on a 70mph curved section of track at 62m 27ch on the WPH1 Up Main at Rowland's Castle a Site Lookout was involved in a Near Miss of less than 3 seconds.

He was part of a four man protection team of three Lookouts and a COSS supporting an Earthworks Examiner completing site inspections; they were walking between sites in the Up Cess.

Two distant lookouts were ahead of the group further around a curve providing warning of trains approaching on the Up line. Upon reaching the limited clearance structure the COSS, site lookout and examiner stopped in a position of safety to assess the protection arrangements. The COSS asked the site lookout to signal to the intermediate lookout positioned ahead in the Down Cess to move further on to increase the warning time required to cross safely.

Whilst the COSS was reading the SSOWP, due to a lapse in concentration and without warning the site lookout crossed the limited clearance structure. When he was in the middle of the structure the intermediate lookout warned a train was approaching; the site lookout had to run to the end of the structure before the train reached his location.

SWT 1P34 was approaching the group at 70mph on the Up line; the driver sounded the horn and maintained it for few seconds after passing the group.

After the event there was some confusion in reporting the incident to the ICC; because of the use of the term 'Close Call' the Controller believed

the COSS was reporting a Close Call and referred him to the Close Call reporting line



Lessons Learnt: Take 5 to...



When a COSS needs to review the SSOW then the team must be stood down and remain in a place of safety until the COSS instructs otherwise.



It is important at all times whilst on track to reach a clear understanding; repeat back instructions to verify the message has been understood.



To achieve our safety vision of Everyone Home Safe Every Day, we must care of each other. Throughout the day, take breaks and be aware of the concentration levels of our team mates.



If you believe you have been involved in a Near Miss with a train, report immediately to ICC clearly stating a Near Miss with train has occurred.