

Safety Bulletin

A serious incident has taken place



Manual handling incident with an MC3 'Frog' grinder

Issued to: **Wessex Route**

Ref: **WXB 0908**

Date of issue: **18/08/2017**

Location: **London Waterloo**

Contact: **Steven Edwards**



Overview

A five man team was transporting an MC3 'Frog' grinder through London Waterloo station to on-track it, off of a platform.

Three members of the team were left to lift the machine from the platform, down onto the track. Two members of staff were positioned on the track, while the third member of the team remained on the platform, lowering the machine down to them.

The machine dropped faster than expected and trapped one member of staff's hand between the handle of the grinder and the platform.

The member of staff had suffered a deep cut to his right hand little finger and realising that the injury was significant, dispensed with any form of first aid and instead attended St. Thomas's hospital, so that his injuries could be dealt with.

His finger was cleaned, X-rayed and stitched and additionally looked at by a plastic surgeon for signs of tendon damage.

Fortunately, the member of staff was discharged and told to return 10 days after the incident, to have their stitches removed.

In addition, it transpired that the member of staff, who was injured, had not swiped in via Sentinel since April.

Discussion Points

NRA 16/02 Safety Advice, released in February 2016, prohibited the manual handling of MC3 turnout grinders without a minimum of 4 people engaging in the task.

Did this safety advice get briefed out to all of our teams? Was it re-enforced following an incident in the LNE in May this year?

Do we look for mechanical solutions, to prevent the need for manual handling?

If suitable resources are not available to safely manually handle equipment, what alternatives are there?

How do we ensure that we don't default to poor practices and methodology, when the RIGHT way of doing something is not always available?

Are we ALWAYS swiping in via Sentinel? It must be every time we go on track.

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