

Lost Time Injury Accident's in Period 6

LTI Accidents

1. An advanced lookout was struck by a South Western Railways passenger train. A previous bulletin has been published for more information on this specific incident.
2. The Injured Person (IP) was walking in the down cess to site, their foot became caught under some brambles and they fell forward injuring their stomach and a previous injury. It was attributed to excessive vegetation in the cess, catching the individuals' foot. The individual walked within the cess and not the four foot, despite a T-3 possession being in place and the individual was working at night, when hazards are less visible.
3. The IP was cutting back vegetation on approach to the signal; their foot fell between the concrete base and vegetation to the left of the signal.
4. Whilst walking to an S&T bond, the IP stepped over a troughing lid and tripped, catching their left foot in vegetation causing it to twist, resulting in a sprained ankle. The cess area is heavily built up, due to scrubland which separates two ELR's, which increased potential obstacles for the IP.
5. A team were lifting sleepers off the pack. One fell out and landed on the IP's left foot. The foot is now swollen and bruised.
6. The Injured Person (IP) was re-drumming a cable; the bar used to re-drum was dropped hitting their right foot. An X-Ray, found a broken bone in his foot.



- How do you maintain awareness of all trains, particularly when focusing on a specific task like looking out in one direction?
- How does the lookout make sure they are in a position of safety while performing their duties?

- How focussed are you when walking of underfoot conditions?
- Are the poor conditions of the cess being faulted for rectification?
- It emerged that the IP had not reported the accident for 10 hours.
- Are your line managers aware of any pre-existing medical conditions, are they on file?

- Why are accidents late reported?
- Could a previous Close Call helped stop this accident?
- Would stopping, reviewing then acting have helped?

- How many other people worked in this area and noticed the dangerous conditions – but didn't close call it?
- Are dangerous conditions being faulted?
- Close Call potential dangerous conditions.

- When lifting do we have adequate number of staff to undertake the lift?
- Are other solutions thought about before we manual handle; such as mechanical aids?

- Are you taking 5 before conducting some work to think is there a safer way?