

IMDM OUTER**Title: Train Striking Welding Kit****Incident**

On the 12th of February 2019 at 15:42 hours, welding Kit which included a gas bottle was left trackside was struck by a train.

The kit was planned to be left trackside in preparation for the removal of a defect. The plan was to push the welding kit from Overton station 55m 42c to 53m 30c (approx 2 miles) as the possession did not include the RAPP access at Battledown flyover where a Weld Rover or Canter could have been used to access and egress the track.

The location where the welding kit was stored had a slope down to the CESS, limiting adequate space from the nearest open line.

The Tarpaulin sheet covering the welder's kit had started to lift due to the updraft from passing trains. It appears that at some point during the next 8 hours the sheet had dragged the fiberglass box and the crucible down the embankment causing 1L43 Waterloo to Exeter St David's to strike the tool box and crucible.



The Network Rail standard NR/L2/TRK/0032 Jointing of Rails by Aluminothermic Welding, Issue 7. Date 3rd March 2018, states:

"Where possible remove gas cylinders from site between welding shifts.

If it is not practical to remove welding gas cylinders from site, leave secured at least 2 metres from the running line and 3 metres away from any other fixed equipment and portable powered plant."

Lessons Learnt

This incident is still under investigation. While the details are being confirmed, please discuss with your teams;

- The importance of prior site scoping and completion of a risk assessment to identify a suitably adequate location for storage of welding kit if there are no mechanical means available to transport kit to and from site.
- If kit is to be left line side then it **MUST** be left securely; a minimum of 2 meters away from the nearest running line, 3 metres away from any other fixed equipment or portable powered plant and on level ground.

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