



## INNER MAINTENANCE TELECOMS

### Title: Near Miss between Pooley Green Level Crossing and Egham – 6<sup>th</sup> June 2019

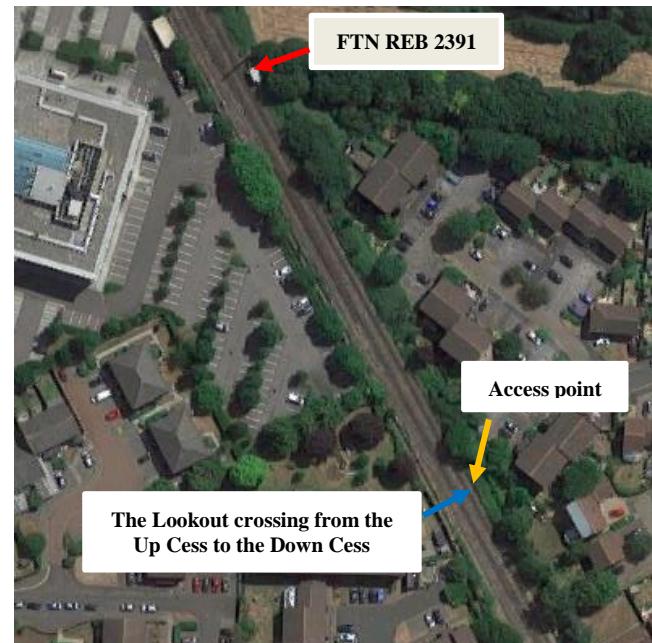
#### Event

On Thursday 6<sup>th</sup> June 2019 at approximately 12:30 a Driver of the SWR train 2C31 reported that a track worker crossed in front of his train that was travelling on the Down Main RDG1 towards Egham Station and was slow to move into a position of safety (POS).

An 8 men telecoms team were replacing batteries at the Egham FTN node earlier that morning. When the job was completed, and the rest of the team were safely at the access point, the PIC/COSS asked the Lookout to stand down from his position in the Up Cess and return to the access point.

Whilst the lookout was crossing from the 6ft into the Down Main, the train approached. The Lookout acknowledged the driver's warning and carried on across the Down into the Down Cess. Once the Lookout was on the other side of the access gate, the train passed the location. The team left the site and were only made aware that the Driver reported a Near Miss later in the afternoon.

As part of the initial investigation it was established that the Lookout was in the POS for approximately 8 to 9 seconds prior to the train passing. The required sighting distance in the down direction is 550m but only approximately 390m can be achieved.



#### **Lessons Learnt**

Please discuss with your teams the following:

- The importance of testing the warning time before the work is allowed to start as per the GE/RT8000/HB7 - General duties of a controller of site safety (COSS)
- The importance of ensuring that sufficient sighting distance can be achieved in all directions.
- The use of Range Finders as a useful tool when checking the sighting distance.
- If you believe something is not safe, CHALLENGE!