

Scrap Recovery Best Practice

Issue 1 - December 2014

Scrap Recovery

With Mark Carne's initiative to clean up the railway, the requirement to clear our access points of redundant materials and to deliver new materials safely has never been more important.

With a focus on Network Rail's Safety Vision, this best practice guide has been produced to show how everyone involved can make this inherently risky procedure as safe as possible.

Network Rail

Safety

Our Vision Everyone Home Safe Every Day

Our Belief Outstanding safety performance and outstanding business performance go hand in hand.

Our Personal Commitments Safety is a core value and key to our success. Whether you are an employee, contractor or subcontractor, by delivering on our commitments we will achieve outstanding performance. This is how we will deliver a better railway for a better Britain.

- Safe behaviour is a requirement of working for Network Rail.
- We will always comply with our Life Saving Rules.
- We will plan work to ensure that it can be done safely.
- Our work environments will be tidy - and we will leave them tidy when we've finished.
- We will ensure people have the skills and the equipment required to work safely.
- We will stop work if it cannot be done safely.
- We will personally intervene if we feel a situation or behaviour might be unsafe.
- We will use Close Calls to report unsafe behaviours and conditions.
- We will use our Fair Culture principles to investigate incidents and learn lessons to prevent them occurring again.
- We will relentlessly strive to find new ways to keep ourselves, colleagues, passengers and the public safe.
- We will design, construct, inspect, operate and maintain the railway to keep everyone safe.
- Safety leadership is key to how we assess our people's performance and readiness for progression.

Mark Carne
 Chief Executive
 March 2014

Safe Materials Collection

Site safety can be improved by keeping the area tidy:

- ▶ The safest option is to collect redundant material as it is removed from the track
- ▶ If material has to be left, it must be left safe and secure; this relates to both **HOW** and **WHERE**.
- ▶ Materials should be left on site for as short a time as possible.

Getting NSC's Material Recovery Specialists involved early means that collections can be better planned, minimising the time material is on the ground. (nsclines@networkrail.co.uk)

How To Store Materials

Do not break down materials unless you have to, for example:

- 1) 1 no. 20ft panel is one lift for a lorry loader.
Less time required to process materials and reduction in safety risk
- 2) If the same panel is broken down it is 9 lifts (7 sleepers and 2 rails). *A separate skip for cast and smalls will be required*

Increases processing time on site and increases safety risk.

60ft panels/rail is the maximum that can be collected by road - access allowing. Most common/economical is 20ft panels, assuming rail is scrap.

Note: 60ft panels can only be lifted by approved plant.



How To Store Materials

Safety benefits of storing larger components include:

more visible and therefore less likely to be tripped over.

more difficult for vandals to move or place in dangerous positions

more difficult for thieves to steal
more likely to be in a re-useable condition

loaded in less lifts

less likely to move in transit once loaded



How To Store Materials

If materials are going to be left unattended on the lineside then the following applies:

- Banding of wooden sleepers shall consist of 6 sleepers (use steel banding whenever practicable as it's more durable)

- Removed troughing and lids shall be neatly stacked and banded in quantities weighing no more than 800kg.

- Rails should be stacked parallel in a pile rather than rough-tumbled and of a uniform length wherever possible

·Note: All material must be stored a minimum of 3m away from any open rail line

How **Not** To Store Materials



Do not leave rail less than 6 metres long on the lineside



Do not leave cable drums on the lineside



Do not use steel banding in 3rd/4th rail areas

Suitable alternatives such as wooden stays

- held in place by 6" nails
- driven in so that head is flush with stay



Where To Store Materials

Wherever possible, material should be placed:

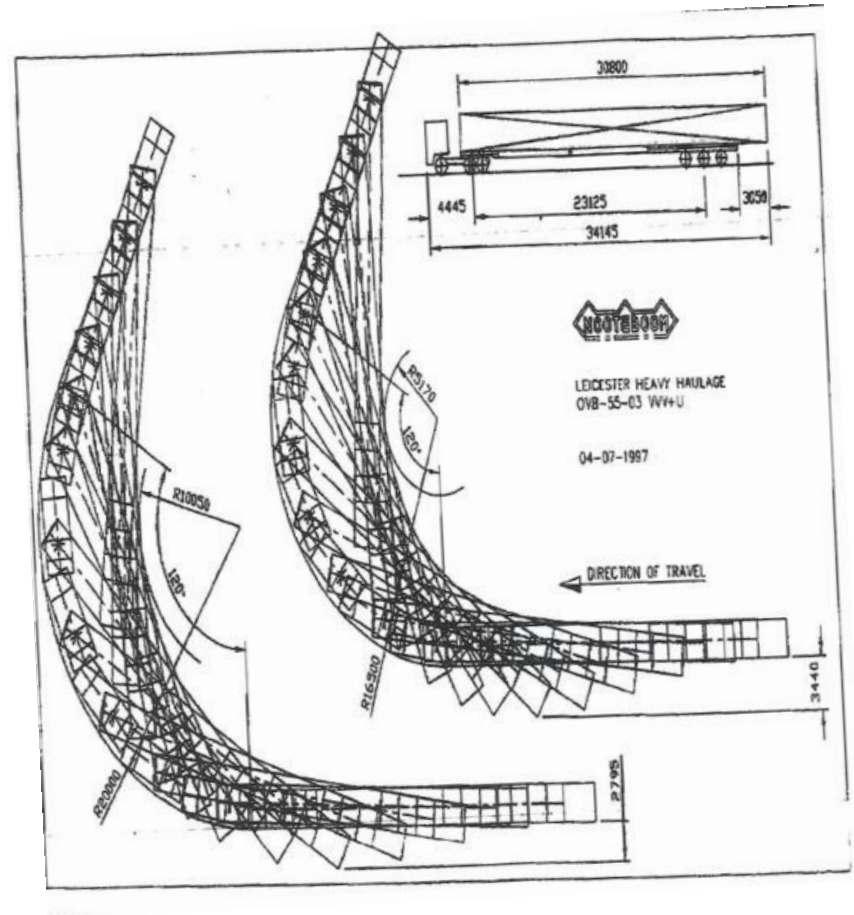
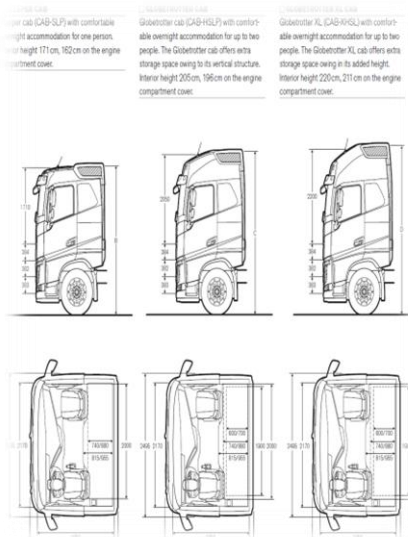
- As far away as possible from any open line/OLE/power lines
- Inside secure locked compounds on firm level ground
- In a place where it can be accessed without the need for ALO working and/or an isolation

Where necessary material can be collected from areas on or near the line or in ALO areas, but the customer will be required to carry out risk assessments and set up a safe system of work. This could potentially increase the time the material is sat on the ground and import additional safety risk



Where To Store Materials

- Think about access:
- Can an articulated vehicle fit and manoeuvre on the site?
- Is there an ALO/OLE risk?
- Is the surface flat and going to hold a fully loaded vehicle?



More Information

For information on the lineside recovery process contact:
National Supply Chain Materials Collections Team.

nsclines@networkrail.co.uk

01908 723626.



ΕΛΛΗΝΙΚΗ ΚΑΤΑΛΟΓΟΓΡΑΦΙΑ