

# Scrap Rail Management

Calling TSA members  
How tidy is your site?"



# Scrap Rail Management

- Mark Carne recently challenged the Routes to tidy up the line side that has been littered with numerous amounts of old scrap rail, how often do you notice scrap rail laying in the 4ft or ballast shoulder or even blocking the safe cess and walk ways ?
- The Network Rail Standard ( NR NR/L3/CPR/306 ) is the agreed process for Scrap Rail recovery and is our responsibility to comply with.
- Did you know that over half of the Close Calls attributed to IP Track are specifically related to scrap rail being left as a tripping hazard left fouling an access point or safe cess
- Cast your mind back to the last major incident which resulted in a train derailment, Inverkeilor, Scotland 4<sup>th</sup> November 2012

# Innverkeilor 4<sup>th</sup> November 2012



As the train passed over the trailing points from the down sidings at close to the line speed of 80 mph, the left-hand front wheel struck a 60cm section of rail that had been deliberately placed as an obstruction in the crossing. This resulted in the front of the train rising up, with the leading bogie derailing into the six-foot.

# Other notable incidents involving lineside rail

- St Albans 19<sup>th</sup> May 2013, driver reported contact with rail left in the 6ft
- Hendon 7<sup>th</sup> May 2013, driver reported sighting rail that has been struck by another train on the DF
- Bedford 10<sup>th</sup> July 2013 train lost part of shoe gear after reporting a catch pit lid flipping up and taking it off on US line whilst travelling in down direction on approach to WH467 signal. CWR located on both sides of US line had evidence of being struck
- Luton North Jcn 14<sup>th</sup> July 2013 A train had its collector shoe struck and damaged when it came into contact with new CWR rail which had been dropped in the 6ft of the Up fast line. The collector shoe struck signalling equipment damage to the fuses track feed units resulting in significant damage and delays
- St Albans 4<sup>th</sup> March 2014 a First capital Connect train had its 3<sup>rd</sup> Rail Shoes damaged by a length of CWR that had been dropped the preceding night the rail had been dropped to a slightly different position than planned

# Scrap Rail Management

- Unmanaged scrap and waste material is a significant contributor to Slip, Trip and Fall events hurting our workers.
- Many accidents are caused or aggravated by untidy conditions on site. There is duty for all of us to keep our workplace safe and in good order. Good housekeeping is essential in running a safe site.



# Scrap Rail Management

The following are issues for you to think about when undertaking work on this site:

- Clearly identify existing scrap rail, and implement an agreed plan for removal prior to construction work.
- Have a plan for removing any other scrap generated by your activities immediately upon completion ( including approved lift plan )
- Don't rely on others to clean up for you, it is your responsibility.
- Only use planned setting down areas for new materials and scrap storage.
- Regularly clear up

Also be aware of other potential hazards associated with scrap removal eg

- Manual Handling
- Hypodermic syringes or needles.

# Scrap Rail Management

We all know the dangers that unsecured or scrap rail can cause, please make sure we use the correct process when moving, and stacking rail during and after a subsequent Track Renewal activity.

Good practice is to band wooden sleepers eg in bundles of 6, steel banding shall be used whenever practicable.

(**NOTE-** steel banding shall not be used in 3<sup>rd</sup> / 4<sup>th</sup> rail areas suitable alternatives should be used)

- Concrete sleepers shall be moved clear of the lineside or banded in pairs
- Rail less than 6 metres long shall not be left lineside

Hand back certificates are also important to collate where any recorded rail's are left

# Is it just Scrap Rail ?







***•Thousands of pieces of discarded scrap materials are usually littered around site***

# It's not just scrap, this is new equipment !



- These were left line side and will now be returned to Maintenance stores.
- They were a hazard in some locations, unsightly in others.

Scrap not only looks unsightly  
It hurts people and it damages  
infrastructure.

