

# Lessons Learnt: Local & Formal Investigations



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Issued By: Infrastructure Projects Southern S&SD, Floor 2, Waterloo General Offices SE1 8SW

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**Title: IP Southern: Collision between two pieces of on-track plant**

For further information contact Peter Zymanczyk, Health & Safety Manager, email: peter.zymanczyk@networkrail.co.uk



## Overview of Event

- Deliveries were being made to a number of sites using an RRV with two trailers with personnel travelling in a Gator.
- A number of deliveries had been made without incident.
- The vehicles had reloaded and were travelling to the next delivery site; in order to get there they had to cross a level crossing which was under local control.
- As the vehicles approached the level crossing the drivers saw their path was blocked by a road vehicle and trailer that were delivering a tracked chipper to another work site.
- The gator slowed and stopped.
- The RRV with two trailers saw this, the driver throttled back and applied the brake.
- The RRV did not slow as expected and the driver engaged reverse gear.
- The RRV slowed but collided with the rear of the Gator which was unable to move forward due to the road vehicle and trailer on the crossing.
- The initial investigation identified a quantity of grease had been applied to the rail head.

## Investigation details

- A summary of the findings of the local investigation involving Infrastructure Projects, Maintenance and the manufacturer of the automatic grease distribution unit close to the level crossing are in underlying causes.

## Underlying causes:

- The site specific risk assessment required by the Product Acceptance process for the installation of Automatic Grease Distribution Units (AGDU) was not completed; this should have included the interaction with rail mounted construction plant.
- The planning for the deliveries did not involve a walk of the whole length of the route – therefore the AGDU was not identified as a hazard (although the Term “grease pots” is mentioned in the documentation for planning to use rail plant).
- Any rail vehicle passing the sensor of an AGDU will actuate the unit and every actuation delivers the set amount of grease – in this case sufficient for eight full sized rail wheels.
- The AGDU was actuated at least 22 times by the RRV and Gator during deliveries.
- The size and number of wheels on the RRV, trailers and Gator meant they became over loaded with grease which was “splashed” on to the railhead as the wheels rotated.

## Key Message:

*Planning for using Rail Plant should always include a walk of the intended route.*