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.
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.