

Task Control Sheet

Switch & Crossing Panel Vehicles
(SPVC Tilting Wagons)

TCS No: TCS002
Issue: 2

Key Risks !

- Struck by Train
- Operating on cant
- Train Movements
- Vehicle out of gauge
- Entrapment

Personnel Involved

E&P	
S&T	
Track	✓
SCPV Operators	✓
RRV Operators	✓

Tools / Equipment

Head / Hand Torches

Plant / Engineering Train

SCPV (Modular tilting wagons)

Key Risks	Controls	Implemented By
Vehicle out of gauge	<ul style="list-style-type: none"> • ES shall confirm that prior to starting work the OTM Operator receives an appropriate safety brief for their role and activities within the worksite. • The Wagons shall be approx. 2.5M Operating Out of Gauge (OOG) when being lowered, once lowered they become between 1.8M to 2.5M OOG. Staff require approx. 3.5M from the running rail to any obstruction / fence or open line to work safely, if they are required to be lowered with an adjacent line open, under 3.5m, a line blockage shall be taken for the work to commence. • The crane crew shall be briefed that the wagons are OOG when in the horizontal position, and to confirm the counter balance does not come into contact with the wagon bed. 	SCPV Operator, COSS / PIC, ES / SWL
Operating on cant	<ul style="list-style-type: none"> • The Wagons shall be placed on or in an area where the track is from Level to a maximum of 100mm Cant, (wagons have sensors fitted. The wagons shall not operate if above 100mm Cant is detected) 	SCPV Operator
Person struck by train	<ul style="list-style-type: none"> • The Operators shall work either side of the wagons and therefore no RRVs, Plant or trains shall pass the wagons when in the horizontal position. The Operators shall be in contact with the KIROW crane crew and this is the only plant that should be near the wagons when in the horizontal position. • Production of the SWP and the control of site safety, including the on-site provision of a dedicated COSS or Safe Task Leader (STL), is the responsibility of the principal contractor. • ES shall confirm that prior to them starting work the Train driver receives an appropriate safety brief for their role and activities within the worksite. 	Principal Contractor, SCPV Operator, COSS / PIC / ES
Train Movements	<ul style="list-style-type: none"> • When the wagons are in the horizontal position, the Train SHALL NOT BE MOVED without permission from the operators. If the train requires to be moved, the operators shall be in attendance and the move shall not exceed more than 50M (2 Wagon Lengths) at any one time. • When the wagons are in the horizontal position, they become out of gauge (OOG), if the train is to be moved when OOG, the wagon operators shall be informed. • The Wagon Operators may need to position themselves under or between the wagons if the wagons have a fault. In that event the Operators shall protect themselves by releasing the air in the train brake pipe, which will not allow the train or wagons to move. 	SCPV Operators, COSS / PIC



Task Control Sheet

	<ul style="list-style-type: none"> When the wagons are back at the 63 degree angle ready for leaving site, the operators shall loads examine the wagons ready for departure. 	
Entrapment	<ul style="list-style-type: none"> Exclusion zones shall be maintained at all times. 	All

PPE Required by NR / Maintenance Policy

 <p>Wear Head Protection</p>	 <p>Wear Foot Protection</p>	 <p>Wear Hi Visibility Clothing</p>	 <p>Wear Safety glasses to BS EN166.F</p>	
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Additional PPE Required by Task Risk Control Sheet

 <p>Wear Hand Protection suitable for the task</p>	 <p>Wear hearing protection</p>					
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