

Fatal Accidents

1416

THE RAILWAY EXECUTIVE - Western Region.

DICTATED.

District engineer's Office,
O S W E S T R Y.

CAN/CAO.

1st OCTOBER, 1953.

D.E.O. Ref. S2/50890/2.

FATAL ACCIDENTS.

Further to my letter of the 20th August last, a query has been raised by the Chief Regional Officer as to the provision of timber walkways and from my inspections of the various sections, it is clear that all timber walkways on bridges are not in a good and safe condition.

It is necessary that this matter should be given special attention and Permanent Way Inspectors should inspect all bridges on their sections which have walkway boards and let me know at an early date the mileage of any bridge where the renewal of timber walkways should be carried out in the interest of safety. This should be sent to the Bridge Inspector for him to deal with. Details of the timbers required should be included in your report for each bridge.

for C.A. Neale,

Res

INSPECTOR ~~RANDALL~~.

" EVANS.
" LEWIS.
" HARRIS.
" PHILLIPS
" GEORGE.
" JONES.
" EDWARDS.



THE RAILWAY EXECUTIVE (WESTERN REGION)
GREAT WESTERN RAILWAY.

Telephone :
OSWESTRY 189.

Telegrams :
SECTIONAL, GREAT WESTERN,
OSWESTRY.

DISTRICT
DIVISIONAL ENGINEER'S OFFICE,

OSWESTRY.

30th August, 1953

Please quote this reference :—

Your reference :—

Inspector Edwards.

S2/50890

FATAL ACCIDENTS

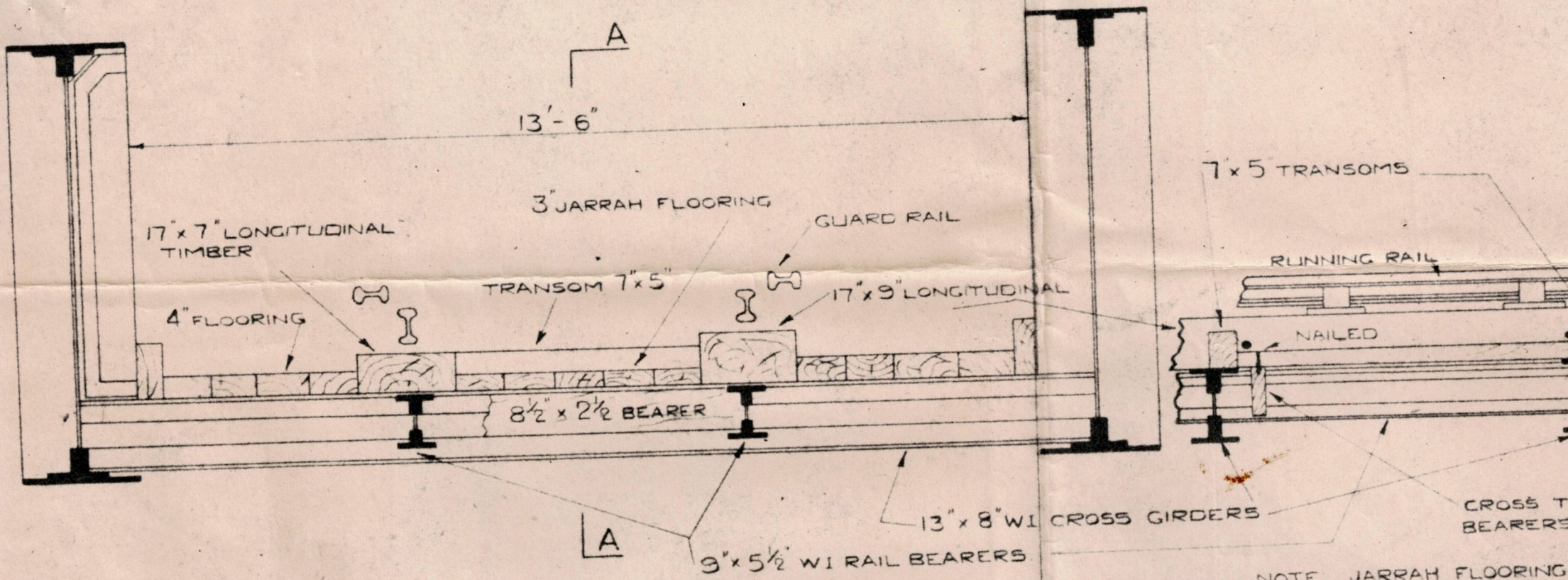
My attention has been drawn to a recent mishap which resulted in two fatalities.

A Ganger and five men were working on a river bridge inserting packings under the longitudinal timbers. In order to ease up the longitudinal timbers for this purpose, keys were placed on the decking and bars were used, using the keys as a fulcrum. The decking in the four foot consisted of 3" Jarrah flooring, one end of which rested on a cross girder, and the other end on a 8 1/2" x 2 1/2" timber bearer between rail bearers. This is indicated on the attached sketch.

The Jarrah flooring is reported to have been in good condition, and according to the Bridge Examiner's report the cross timber bearers were in good condition when inspected last October.

It is evident that the Ganger and lengthmen did not appreciate the load which they were applying to the decking by the means adopted to lift the longitudinal timbers, and the 8 1/2" x 2 1/2" cross timber failed under the load. Two men fell through with the displaced decking and received fatal injuries.

I should be glad if you would arrange for all Gangers under your control to be made aware of the circumstances of this mishap.



NOTE JARRAH FLOORING
WAY SUPPORTED
END ON CROSS
BUT ON CROSS T
THE OTHER

TYPICAL CROSS SECTION OF BRIDGE.

TINTERN BRIDGE AT 4 MILES 32 CHAINS

PART LONGITUDIN
SECTION A.A.

THE RAILWAY EXECUTIVE - W.R.

District Engineer's Office,
OSWESTRY.

SCW/JH

7th August, 1953.
O. Gen.

FATAL ACCIDENTS SUSTAINED BY
ENGINEERING DEPARTMENT STAFF.

Special attention has been drawn to the fact that 18 men of the Engineering Department have been killed or died from injuries sustained on the permanent way during the first seven months of this year, and the Civil Engineer has expressed his grave concern at the position which seemed to be deteriorating.

A statement setting out details of the fatal accidents sustained by Engineering Staff this year is enclosed and I propose to discuss the matter generally with you at our meeting on Thursday, the 13th August. I am, of course, aware that none of the accidents included on the list occurred on this District, but you will no doubt appreciate the necessity to ensure the maintenance of this satisfactory state of affairs by strict observance of the rules at all times.

It is desired that you should discuss the statement with your Gangers and Chargemen and they should in turn call their gangs together and discuss the statement in detail with all their men, impressing on them the fact that despite all efforts and warnings the accident rate is increasing principally due to lack of care and thought.

Will you please let me know when you are satisfied that all men under your control have been made aware of the causes of mishaps and warned that they must observe the Rules and always be on the alert for their own safety and that of their fellows.

On leave

FATAL ACCIDENTS SUSTAINED BY
ENGINEERING DEPARTMENT STAFF - Jan. to July, 1953.

GRADE.	TYPE OF ACCIDENT.
1. PAINTER III	Engaged on painting Vallance Board from ladder placed in the 4-ft. way. Lookout Man gave warning of approaching trains in either direction: some men and the ladders got clear but 2 men had to remain in the 6-ft. One laid down but the other did not and he was struck by one train and thrown into the other. <u>NON OBSERVANCE OF RULE 234(b).</u>
2. ACTING-SUB-GANGER } 3. and LENGTHMAN }	Preparing to cut a rail between 6-foot interval. Warned by Lengthman that express was approaching, and Driver of express "popped" his whistle but failed to attract men's attention. <u>FAILURE TO OBSERVE RULE 234 (a) on men's part.</u>
4. LENGTHMAN.	Engaged on Fog Signalling duty but was walking along track and was struck by light engines. <u>FAILED TO EXERCISE THE CARE WHICH THE WEATHER CONDITIONS DEMANDED.</u>
5. PATROLMAN.	Working alone on P.W. cleaning ballast after patrolling; knocked down by engine of passenger train. <u>FAILURE TO OBSERVE RULE 234 (a).</u>
6. LENGTHMAN.	After weeding, man was proceeding alone towards cabin (1/2-mile from site of work). Was warned of train approaching but was struck by engine. <u>FAILED TO OBSERVE RULE 11 (b).</u>
7. GANGER.	Carrying out daily examination when struck by train. <u>DISREGARD OF RULE 234 (a).</u>
8. HOLDER-UP.	Engaged on assembly of span of new foot-bridge which collapsed during erection. <u>Cause of collapse unknown.</u>
9. TWO LENGTHMEN 10. and 11. DRIVER	Working with Matisa Tamper on Down line and struck by train on Up line. <u>MEN FAILED TO SEE OR HEAR THE APPROACHING TRAIN OR HEAR WARNING SHOUTS.</u>
12. LENGTHMAN	Engaged on opening out ballast - struck by coal falling from tender of engine. <u>TRAIN CREW DID NOT OBSERVE RULE 126 (iii).</u>
13. LENGTHMAN	Knocked down by train. <u>BREACH OF RULE 11.</u>
14. LENGTHMAN	Engaged stripping sleepers and struck by passenger train. <u>FAILED TO OBSERVE RULE 11.</u>
15. LENGTHMAN	Engaged in keying and was struck by train. <u>LOOK-OUT MAN GAVE WARNING BUT MAN FAILED TO OBSERVE RULE 234 (b).</u>

Leaving work with Relaying Gang and walking