

Infrastructure Plant Manual

Module P507 – On-track plant

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0.1 Job roles

This module is applicable to the following job roles, you must familiarise yourself with all of the clauses contained within it to understand your personal responsibilities. If you intend to carry out any of these roles you must hold the relevant Sentinel competency:

- Machine Controller
- Machine Operator
- Crane Controller
- Plant Operator License Holders
- ES
- PICOP
- PICOS

0.2 Risk mitigation

This module helps mitigate the following high level risks:

- a) compliance with legislation (LOLER, PUWER, HASAW);
- b) damage to assets, e.g. RRV or its load hitting a passing train during ALO operation;
- c) runaway/failure to stop on demand, e.g. OTP running away on a gradient;
- d) collision, e.g. collision between a RRV and an OTM;
- e) overturning, e.g. RRV overturning during lifting operations;
- f) staff injuries, e.g. Operator being trapped between machine and infrastructure or machine and machine.

1 General principles

Before use, check that on-track plant and attachments have current 'in service' labels or tags fitted, and that they are clearly visible.

Pre use checks are to be undertaken and observed by the machine operator and machine controller/crane controller as appropriate. Record any defects in the machine log book so that any rectification can be undertaken at the next maintenance event.

All staff working adjacent to a machine are to remain in view of the machine operator when the machine is operating.

All staff working in the vicinity of on-track plant are to be briefed with regard to the limits of operation and any movements taking place on site by the COSS in charge of the safe system of work for their workgroup.

Set up and test height and slew limiters before starting work. Height limiters are to be tested in an area of electrical safety.

2 On and off tracking

2.1 Approved access points

Road rail access points (RRAPs) are either semi-permanent or temporary (see also NR/PLANT/0200/module P301).

Temporary RRAPs are used to access a possession or worksite and are removed before handing back the possession. If it is decided that a RRAP needs to be left in place, use a semi-permanent RRAP (see NR/PLANT/0200/module P301), obtain the prior approval of the Network Rail Track Maintenance Engineer to do this.

Routes to and from the on-track plant road transport delivery/holding area and the lineside shall be identified in accordance with NR/PLANT/0200/module P301.

Preferred locations to on/off or cross track on-track plant are;

- Suitable level crossing (Figure 1);
- Depot or yard where the road surface is level with rail top (Figure 2);
- Secured timbers level with the rail head (Figure 3);
- Consolidated ballast to at least the underside of the rail head within sidings (Figure 4);
- Proprietary Network Rail product



Figure 1 – Level crossing



Figure 2 – Depot or yard



Figure 3 – Secured timbers