

INSTRUCTIONS

1. Discuss the fatality and how it relates to our operations
2. Review LSA Visual Reference Guide
3. Utilize the safeguards as a reference
4. Have an open discussion on the following engagement questions

1 INCIDENT

- Near Miss Incident from MECT project – Maple Leaf Portal
 - OCS Crew was installing hangers out of a hi-rail platform truck. The platform truck's engine was then turned off, which disengaged creep mode and reverted settings back to neutral with no parking brake. The platform truck began rolling through the tunnel. The operator was struck in the back by a catenary support arm and knocked off the platform and fell 12' to rail bed.

4 ENGAGEMENT QUESTIONS

- 1 Does anyone have a story to share about a track incident and how it affected you and others?
- 2 If we identify that a safeguard doesn't apply to our work, what steps should we take next? If a critical safeguard is missing before starting work, how do we address it before proceeding?
- 3 What do we do if we are uncertain of what a safeguard is?
- 4 If a safeguard is not in place, who could this affect and how?

2 REVIEW

**LSA Visual Reference
Guide Track [99]**



3 UTILIZE SAFEGUARDS AS A REFERENCE



The crew is physically protected from energized track, underground and overhead utilities, live 3rd Rail, and overhead catenary systems.



While working on the track, there are appropriate measures in place to warn or protect workers from trains or equipment i.e., signalperson, derailleurs etc.



All stationary track equipment is secured from unintentional release by implementing two (2) methods, i.e., parking brake / hand brake, ground implements, wheel locks / pins, rail chocks, chains, etc.



The work zone is set up and all protections are in place per the project and / or agency's track allocation procedures prior to entering the right of way (ROW).



There is a plan in place to ensure all tools, equipment, and materials are clear and are not fouling the track at the end of each operation.



Operators and employees working on the track are properly trained and designated.



If used, we have ensured the derailleurs are not installed backwards or installed where equipment would be derailed into other objects.